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Tenth Annual Report

OF THE

State Corporation Commission

OF

VIRGINIA

FOR THE

YEAR ENDING DECEMBER 31, 1912

GENERAL REPORT

In an appendix separately bound will be found Reports and Statistics of Canals, Steam and Electric Railways and other corporate companies for fiscal year ending June 30, 1912.

RICHMOND
DAVIS BOTTOM, SUPERINTENDENT PUBLIC PRINTING
1913

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State Corporation Commission

ROBERT R. PRENTIS, *Chairman.*

WILLIAM F. RHEA,

J. RICHARD WINGFIELD,

RICHARD T. WILSON, *Clerk.*

CLERKS AND EMPLOYEES.

T. G. STRACHAN.....	Assistant Clerk.
E. E. CONE.....	Special Representative and Statistical Clerk.
N. W. ATKINSON.....	Assessment Clerk.
SAM. W. BIGGER.....	Bailiff.
D. H. DRUM.....	Additional Clerk.
D. Q. BRIDGES.....	Additional Clerk.
CHAS. G. WHEATLEY.....	Official Stenographer.
W. W. DUNFORD.....	Stenographer.
L. D. BOOTH.....	Stenographer.
J. J. JORDAN.....	Stenographer.
C. L. GAY.....	Messenger.
D. T. COLLEY.....	Janitor.

Table of Contents

Letter of Transmittal.....	7
Rules of Practice and Procedure Before the State Corporation Commission...	13
Leading Matters Disposed of by Formal Orders of Commission.....	17
List of State Banks.....	64
Miscellaneous Bank Statistics.....	75
List of Charters, issued during year 1911.....	76
List of Charter Amendments, issued during year 1911.....	95
List of Mergers, issued during year 1911.....	102
List of Revivals, issued during year 1911.....	103
Classified List of Charters.....	103
Foreign Corporations.....	111
Taxable Values of Public Service Corporations.....	115
Taxable Values of Public Service Corporations in Cities, Towns and Counties..	188
Storage, Demurrage and Car Service Rules.....	221
Rules and Regulations for Transportation of Explosives.....	233
Virginia Classification No. 1.....	279
Exception Sheets to Virginia Classification.....	362
Mileage Freight Rates on Railways in Virginia.....	423
Passenger Rates on Railways in Virginia.....	518
Tariffs of Express Rates.....	521
Express Classification applicable in Virginia.....	561
Distances between points on railway lines in Virginia to be used in determin- ing express rates.....	609
Rates for Telegraph Companies in Virginia.....	618

TENTH ANNUAL REPORT OF THE State Corporation Commission

RICHMOND, VA., December 31, 1912.

To the Honorable WM. HODGES MANN,
Governor of Virginia.

SIR:

We have the honor to transmit herewith the tenth annual report of the State Corporation Commission for the year 1912, together with the documents deemed pertinent thereto.

The report will be found to contain the rules of practice and procedure; certain formal orders and opinions; list of charters revoked and annulled and corporations dissolved during 1912; the Chief Bank Examiner's report for the year; list of charters, amendments, mergers and revivals of charters; foreign corporations authorized to do business in Virginia during the year; assessments of the property and franchises of the public service corporations; rules and regulations relating to storage, demurrage and car service in Virginia; regulations for the transportation of explosives; Virginia Classification No. 1 and exception sheets; mileage class and commodity rates applicable to steam railroads in Virginia, which include both freight and passenger rates; tariffs, rules and classifications governing express companies; and rates of telegraph companies.

An appendix separately bound will contain the operating reports of railroad companies and statistical tables compiled therefrom.

ASSESSMENT OF MINERAL LANDS.

Mr. James A. Stone, the assistant mineral land assessor, appointed by this Commission, has continued to be diligent in the discharge of his duties. The detailed reports show assessments of mineral lands in sixty-seven counties and in one city. The gross assessment for 1912 is \$34,722,918.50. These figures, however, include much land in Buchanan county which is claimed by two or more persons. The titles to this Buchanan county land are in litigation, and all the claimants assert the right to have the land assessed in their names, and this has been done. Much of this property is returned delinquent. There are several motions pending for the correction of the 1912 assessments, but as these motions have not been finally determined no report thereof may

be made at this time. Much additional labor was imposed upon the assistant mineral land assessor by reason of the election of new and inexperienced commissioners of the revenue in November, 1911. It is believed that by reason of the experience gained in 1912 this labor will be reduced in making the assessments for 1913.

RAILROADS.

The Commission has continued to pursue its hitherto announced policy with reference to informal complaints against railroads and other public service corporations. We believe that by pursuing this course we are giving the proper construction to that provision of the Constitution making it the duty of the Commission, upon request, "as far as possible to effect by mediation the adjustment of claims and the settlement of controversies between transportation or transmission companies and their patrons." Upon receiving complaints our custom is to bring the complainants and the railroad officials having authority together in the presence and under the direction of the Commission. Having in this informal way been put in possession of the pertinent facts we are generally able to suggest to the railway authorities such relief, if any, as seems to be just and proper. Our suggestions under such circumstances are generally accepted as satisfactory by both parties. By this method we think that we give proper effect to the Constitution, and are fully assured that for the general public we secure as good results as could be secured by litigation. We are fully assured that in meritorious cases such relief as is just is, in most cases, more speedily secured than could possibly be done by litigation, and at much less expense.

Hence there have been few judicial hearings during the past year. The physical condition of nearly all of the railroads in this State continues to improve, but there are some notable exceptions and these give us great concern. In those instances where bad conditions are not remedied promptly such failures are alleged by the companies to be due to lack of means. The prosperous railroads in this State generally respond promptly to suggestions looking to improvements and physical conditions. During the past year, with one exception, railway accidents to passenger trains have been few in number and not serious in character. There was, however, one serious accident which occurred upon the Seaboard Air Line Railway about one-fourth of a mile north of the North Carolina line, north of Granite, North Carolina, on the morning of November 19, 1912. Through passenger trains Nos. 81 and 84, known as the Florida-Cuba Specials, operating between New York City and Jacksonville, Florida, collided. The collision resulted in the death of both engineers, both firemen, two express messengers, one person in the express car, one porter, and the serious injury to another porter who died five days later, injury to both baggage masters, two express messengers, with slight injuries to six passengers. Both locomotives and express cars were demolished. The cause of the collision, as indicated by the report of the inspectors of the Interstate Commerce Commission, was the mis-reading by the conductor and the engineer of the north bound train, No. 84, of the order fixing the meeting place of the two trains at Granite, North Carolina, whereas they read the order Grandy, instead of Granite—Grandy being a station twenty-three miles north of Granite. The responsibility for the collision is put by these inspectors upon Conductor Tilghman, who was injured, and

upon Engineer Beckham, who lost his life in the collision, for not having a clear understanding of the point at which their train, No. 84, was to meet south bound train No. 81. It is suggested that the name of one of these stations be changed so as to avoid similarity.

EXPENDITURES FOR ADDITIONS AND BETTERMENTS.

We have compiled the following tables from the operating reports of the steam railroads, showing their expenditures in Virginia for additions and betterments during the year ending June 30, 1912:

Intrastate Steam Roads.

Cape Charles Railroad Company.....	\$ 2,086.40
Chesapeake Western Railway	687.02
Interstate Railroad Company.....	3,181.64
Marion and Rye Valley Railway Company.....	3,779.31
Nelson and Albemarle Railway Company.....	836.15
Norfolk and Portsmouth Belt Line Railroad Company.....	22,235.38
Richmond, Fredericksburg and Potomac Railroad Company....	123,150.26
Rosslyn Connecting Railroad Company.....	620.82
Tidewater and Western Railroad Company.....	4,058.13
Virginia-Carolina Railway Company.....	3,007.84
Virginia Southern Railroad Company.....	851.23
Winchester and Strasburg Railroad Company.....	236.99
	<hr/>
	\$164,731.17

Interstate Steam Roads.

	Virginia	Entire Line
Atlantic Coast Line Railroad Company..	\$ 167,602.38	\$ 4,779,216.23
Big Sandy and Cumberland Railroad....	1,646.13	2,357.98
Carolina, Clinchfield and Ohio Railway..	25,015.82	267,318.41
Chesapeake and Ohio Railway Company.	145,119.90	3,473,719.70
Cumberland Valley and Martinsburg Railroad Company.....	2,300.00	10,097.15
Danville and Western Railway Company	27,425.87	30,398.88
Delaware, Maryland and Virginia Rail- road Company.....	1,197.81	17,145.80
Laurel Railway Company.....	852.55	854.30
Louisville and Nashville Railroad Com- pany.....	30,588.02	5,478,057.27
New York, Philadelphia and Norfolk Railroad Company.....	230,664.89	259,414.24
Norfolk Southern Railroad Company....	37,675.31	200,614.02
Norfolk and Western Railway Company.	2,471,737.71	5,453,542.92
Seaboard Air Line Railway.....	230,945.75	3,426,247.68
Southern Railway Company.....	296,478.93	5,369,361.07
Virginia and Southwestern Railway Co..	345,334.05	631,333.29
Virginian Railway Company.....	3,195,368.18*	5,038,791.31
Winchester and Potomac Railroad Com- pany.....	1,891.16	2,183.34
	<hr/>	<hr/>
Total.....	\$7,211,844.46	\$34,440,653.59

*\$3,131,865.70 for equipment.

CHARTERS ISSUED AND AMENDED AND FOREIGN CORPORATIONS LICENSED.

Eight hundred and sixty-five charters were issued during the year 1911. During the past year (1912) eight hundred and eighty-three charters were issued. In addition to the issuance of original charters the Commission has issued, during the year, one hundred and ninety amendments to charters of corporations already in existence. Four charters have been revived and there have been eight mergers of corporations.

During the year licenses to do business in this State were issued by the Commission to seventy-four foreign corporations complying with our statutes, and thirty-one amendments to charters of such corporations already authorized to do business in the State were filed with the Commission, as required by law.

There have been two hundred and three voluntary dissolutions of corporations during the year, and charters of three hundred and eighty-three domestic corporations and the licenses of twenty foreign corporations have been revoked for their failure to pay the annual registration fees for two successive years.

In the documents accompanying this report it will be seen that charters issued during the year have been classified with reference to the general business to be conducted by the various corporations, so as to furnish information in this respect. Under an alphabetical list of the counties and cities, the number of charters issued having their principal office in the respective counties and cities is given.

The records of this department indicate that there are, on this date 6,526 domestic and 621 foreign corporations, authorized to transact business in the State, a net increase of 285 domestic and 22 foreign corporations during the year.

The increase during the year in the total authorized maximum capital stock of new charters, revivals and amendments amounts to \$375,628,700.

ASSESSMENT OF TRANSPORTATION AND TRANSMISSION COMPANIES.

The total value of all the properties of the canals and steam railroads in the State, as assessed by the Commission was \$110,634,187.00. Of this amount, the property of steam railroads amounted to \$110,230,815.00, and the property of canals amounted to \$403,372.00.

The State tax imposed by the revenue laws upon the total assessed value of canals and steam railroads amounted to \$387,219.54.

The franchise tax assessed against these two classes of companies amounted to \$562,574.55.

The total State tax, therefore, against these two classes of companies amounted to \$949,794.09. The total State tax assessed against these companies in 1911 was \$899,201.22, showing an increase for 1912 of \$50,592.87.

The total value of the property of electric railway companies operating in the State, as assessed by the Commission for the year 1912, was \$7,820,964.00.

The State property tax on this assessed value and the franchise tax amounted to \$72,061.76.

The total State tax assessed against electric railways for the year 1911 was \$67,685.82, an increase for 1912 of \$4,375.94.

The total tax derived by the State for the year 1911 from the canal and steam and electric railway properties was \$966,887.04; the same tax for 1912 was \$1,021,855.85 an increase of \$54,968.81.

The total aggregate value of the properties of the telegraph, telephone, steamboat, express and sleeping car companies operating in the State, as assessed by the Commission for the year 1912 was \$4,993,075.30.

The aggregate of the advalorem, license and income tax due the State upon this valuation was \$100,473.28.

The aggregate of the same tax for 1911 was \$94,315.06; an increase for 1912 of \$6,158.22.

Under the act approved February 26, 1910, the values of the property of light, heat, power, gas and water companies operating in the State have been assessed for taxation by the Commission.

For the year 1912 this assessment amounted to \$7,659,937.00. The State property tax on this assessed value, together with the franchise tax of one-half of one per centum of the gross receipts of such corporations, amounted to \$46,315.78, a decrease from 1911 of \$12,746.30.

This decrease was caused by the amendment approved March 14, 1912, to the act to require water companies, heat, light and power companies and gas companies to pay a franchise tax which reduced the State rate from one per centum to one-half of one per centum thereby causing actual loss in revenue to the Commonwealth on the 1912 assessment of \$19,506.17.

The gross transportation receipts of the steam and electric railroads in the State for the year 1912 amounted to \$60,642,418.14, as against \$55,753,043.61 for 1911.

The total miles in Virginia of single, second, third and fourth tracks and yard tracks and sidings of steam railroads for the year 1911 was 6,779.40. The total miles of track as compiled from the operating reports of the steam railroads for the year ending June 30, 1912, was 6,852.10, an increase during the year of 72.70 miles.

The total mileage of electric railways for 1912 was 504.03 miles, being an increase of 7.95 miles over 1911.

REGISTRATION FEE AND FRANCHISE TAX.

The aggregate of these assessments made by the Commission for the year 1912 is as follows:

Registration fees assessed.....	\$ 74,630.00	
Franchise tax assessed.....	163,230.00	
	<hr/>	\$237,860.00

AGGREGATE OF ASSESSMENTS FOR TAXATION MADE BY THE COMMISSION.

The following figures will show the amounts assessed by the Commission for the year 1912:

Registration fee and general franchise tax.	\$237,860.00	
Franchise tax assessed against canals and rail- roads.....	607,263.01	
	<hr/>	\$845,123.01

Franchise tax assessed against water companies, light, heat and power companies and gas companies.....	\$ 19,506.17
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Total.....	\$864,629.18
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The aggregate amount of these taxes assessed by the Commission for the year 1911 was \$821,049.17.

During the year there was paid into the State treasury for charter fees for the issuing and amending of domestic charters the sum of \$31,500.80; and there was paid charter fees from foreign charters on issuance of licenses to them by the Commission the sum of \$24,145.00, the total amount received by the State for charter fees from the domestic and foreign corporations in connection with the charter work of the Commission was \$55,645.80.

The following shows the aggregate for the year 1912 of all State taxes assessed by the Commission, and of the amounts paid into the treasury in connection with the work of the Commission, viz.:

Property taxes and franchise taxes assessed against steam railroads and canals.....	\$949,794.09
Property taxes and franchise taxes assessed against electric railway companies.....	72,061.76
Property taxes and franchise taxes assessed against steamship companies.....	9,841.39
Property taxes and franchise taxes assessed against water, heat, light and power com- panies.....	46,315.78
Property taxes and license taxes assessed against telephone and telegraph companies.....	58,531.43
Property taxes and license taxes assessed against express companies.....	26,958.68
License tax assessed against sleeping, parlor and dining car companies.....	5,141.78
Registration fees and general franchise taxes....	237,860.00
Paid into the treasury as charter fees upon issuing domestic charters.....	31,500.80
Paid into the treasury as charter fees on issuing licenses to foreign corporations.....	24,145.00
Clerical fees, tax on seal, fines, etc., collected and turned into treasury by clerk.....	6,966.05
	\$1,469,116.76

An increase of \$57,803.81 over 1911.

There has been no change in the personnel of the Commission during the past year.

Respectfully submitted,

ROBERT R. PRENTIS, *Chairman.*

WM. F. RHEA,

J. RICHARD WINGFIELD,

Commissioners.

RULES OF PRACTICE AND PROCEDURE
BEFORE THE
STATE CORPORATION COMMISSION
OF VIRGINIA

PUBLIC SESSIONS.

1. The regular public sessions of the Commission, sitting as a court, for the hearing of contested cases and matters properly coming before it, will be held at its offices, in the city of Richmond, on the second Monday in January, April, June, September and November in each year. These sessions may be adjourned from time to time, and shall last so long as the business before the Commission and the public interests may require. These sessions may be adjourned, during their respective terms, to any other place in the State, upon order of the Commission, that the public necessity or the convenience of the parties require an adjournment.

Special judicial sessions of the Commission may be held at any time upon order of the Commission, or a majority of its members, in the city of Richmond, or elsewhere in the State, for the hearing of all matters over which the Commission has jurisdiction.

PARTIES.

2. All complaints, proceedings, contests or controversies before the Commission shall be instituted in the name of the Commonwealth as complainant, and the party against whom the complaint is preferred, or the proceeding instituted, shall be the defendant; in all proceedings instituted by the Commission, of its own motion, the complainant shall be, "The Commonwealth at the relation of the State Corporation Commission"; in all other complaints and proceedings instituted by parties, the complainant shall be styled "The Commonwealth at the relation of———."

Any person, firm, corporation or association, or any commercial body, may institute a complaint before the Commission. When instituted by an unincorporated association or mercantile body the complaint must be in the name of a committee of not less than two persons on behalf of such association or body.

When the complaint concerns anything done, or omitted to be done, by a single carrier or other corporation, no other need be made a party, but if it relates to joint tariffs, or questions in which two or more carriers

or other corporations are interested, all such must be made parties. A complaint may embrace several carriers, or lines of carriers, operated separately, in the same proceeding, when the subject matter of the complaint involves substantially the same violation of the law, or of the rules and regulations of the Commission, by the several carriers or lines. Persons or carriers not originally parties may apply, in any pending case or proceeding, for leave to intervene, and to be heard upon the questions involved. Such application must be by petition, verified by oath, which must set forth the petitioners' interest in the proceeding.

PETITIONS AND COMPLAINTS.

(As amended by order entered December 31, 1910.)

3. All complaints for the redress of alleged grievances or violation of law by the defendant must be in writing and addressed to the Commission. Such petition or complaint must distinctly and plainly set forth the grounds of complaint, the items being numbered, and the petition or complaint must be verified by affidavit. The name of the corporation, or other parties complained against, must be stated in full, and the address of the complainant, with the name and address of his attorney or counsel, if any, must appear upon the petition, when the complaint is made otherwise than on the motion of the Commission. Two copies of such complaint or petition shall be filed therewith, and if there be more than one defendant named therein, an additional copy shall be filed for each such additional defendant.

NOTICE.

4. The petition or complaint may be filed before the Commission, or with its clerk, and, thereupon, a notice, in the form of a writ, shall be issued, according to law, by the clerk, directed to the bailiff of the commission or other proper officer, summoning the defendant or defendants to appear before the Commission on the day named therein, which shall be not less than ten days from the filing of the complaint. The said writ and notice, and a copy of the complaint, shall be served upon the defendant or defendants, and return made according to law.

ANSWERS.

5. Upon the day named in the writ, or notice, the defendant or defendants shall file before the Commission an answer in writing, specifically admitting, or denying, by items, the material allegations of the complaint, and setting forth the facts which will be relied upon to support any such denial. The answer shall be verified by affidavit, and be signed by the attorney or counsel, if there be such. If the parties are ready, upon the filing of the answer, the Commission may proceed at once to hear the matter of contest. If either party be not prepared for the hearing, then an adjournment may be had and the day for the hearing fixed upon the application of either party, in the discretion of the Commission.

Instead of answering the complaint, defendant or defendants may demur to the same, filing a demurrer in writing on the return day.

AMENDMENTS.

6. Upon the application of any party amendments to any complaint or answer in any proceeding or investigation may be allowed by the Commission, in its discretion.

STIPULATIONS OR AGREED FACTS.

7. The parties to any complaint or proceedings before the Commission may, by stipulation in writing, filed with the Commission, agree upon the facts, or any portion thereof, involved in the controversy, which stipulation shall be recorded and used as evidence on the hearing. It is desired that the facts be thus agreed upon whenever practicable.

HEARINGS.

8. Upon the filing of the answer, the hearing will proceed at once, or the Commission will assign the time and place for the same. Witnesses will be examined orally before the Commission, unless testimony or facts are agreed upon, as otherwise provided in these rules. The petitioner or complainant must prove the existence of the facts complained of, unless they are admitted, or the defendants be in default by failing to answer. Facts alleged in the answer must be proved by the defendant or defendants, unless admitted by complainant. In cases of failure to answer, the Commission will take such proof of the charge as may be deemed reasonable and proper, and make such order thereon as the circumstances of the case may require.

DEPOSITIONS AND WITNESSES.

9. The testimony of any witness may be taken by deposition, at the instance of a party, in any proceeding or investigation before the Commission after the same is at issue by the filing of the answer. Such depositions must be after notice, and before the officer required and allowed by the statutes of Virginia. Any party, complainant or defendant shall be entitled to process to compel the attendance of witnesses or the production of books and papers before the Commission. Such process will be issued, for proper service and return by the clerk of the Commission, upon application of any party to the proceeding. When depositions are taken they must be returned to the clerk of the Commission, as depositions are required by law to be returned to the clerk of a court of chancery.

ARGUMENT.

10. Whenever requested by the proper authorities, the Attorney-General of the State may represent the complainant in any proceeding.

Arguments may be made orally before the Commission or written or printed briefs may be filed in any case within such time as may be prescribed by the Commission in such case. For convenience in reading and filing, it is requested that, whenever practicable, in cases of importance, arguments be printed.

SPECIAL MATTERS.

11. In the performance of special functions of a judicial nature, imposed upon it directly by law, and not instituted by any complainant, such as the assessment of property of corporations and other like matters, such notices will be given and proceedings be had, as are required by the statutes under which the Commission acts in the performance of such duties.

GENERAL BUSINESS.

(As amended by order entered July 26, 1907).

12. The offices of the Commission, on the third floor of the capitol building, Richmond, will be opened for the transaction of business on week days from 8 o'clock in the morning until 3 o'clock in the afternoon between the first day of April and the first day of November, and from 9 o'clock in the morning until 3 o'clock in the afternoon, during the rest of the year, Sundays and legal holidays excepted. When the Commission is not in session, applications for charters and all papers to be presented to the Commission, or filed in its offices, may be left with the clerk. Official communications by mail should be addressed to the "State Corporation Commission," and not to the chairman or any member of the Commission individually.

LEADING MATTERS DISPOSED OF BY FORMAL ORDERS

CASE No. 142.

(See Report 1911, p. 6.)

*Commonwealth of Virginia, at the relation of H. W. Cole, J. H. Wilson, A. M.
Aiken, Jno. R. Stephens and M. Moore,*
vs.
Southern Railway Company.

ORDER OF MARCH 14, 1912.

This day came the parties by their attorneys, and the Commission having considered the evidence and argument of counsel is of opinion and doth decide as follows:

1. That the present grade of the Yanceyville Road, as it approaches and crosses the dry bridge at the end of south Main street at Danville, Virginia, is not sufficiently smooth and level to admit of safe and speedy travel over the tracks of the Southern Railway Company at that point, and that it is the present and continuing duty of such railway company to make the grade of the road and bridge crossing such tracks at that point sufficiently smooth and level to admit of safe and speedy travel over the same, and that this duty can be at this time discharged by raising the pier at the south end of the bridge eighteen (18) inches, and providing for an approach to such bridge on a seven per cent. (7%) grade for a distance of three hundred and fifty (350) feet, more or less.

2. Therefore, it is considered by the Commission that the Southern Railway Company proceed, within sixty (60) days from this date, to raise the pier at the south end of the said bridge eighteen (18) inches, and that it construct the approach to such bridge so that it may be reached upon a seven per cent. (7%) grade for a distance of three hundred and fifty (350) feet, more or less, and shall maintain the same in such condition, so that it shall be sufficiently smooth and level to admit of safe and speedy travel over such crossing.

All other questions are reserved.

CASE No. 232.

(See Report 1910, p. 20.)

Commonwealth of Virginia, at the relation of The J. P. Houck Tanning Company
vs.

Norfolk & Western Railway Company.

Rates on Bark.

ORDER OF NOVEMBER 8, 1912.

Upon motion of the petitioner, it is ordered that this proceeding be dismissed, and the same is accordingly stricken from the docket.

CASE No. 256.

(See Report 1911, p. 12.)

Petition of the Valley Turnpike Company, a corporation, for permission to erect a second toll gate on five sections of its road, under the provisions of the act of General Assembly, approved March 16, 1910.

ORDER OF FEBRUARY 23, 1912.

This day came the parties by their attorneys, and thereupon the contestants, the board of supervisors of Shenandoah county and the council of the town of Woodstock, the corporation of Strasburg, the town of New Market and the town of Edinburg, by its attorney, moved the Commission to set aside the order entered in this proceeding on the 11th day of January, 1912, for the purpose of contesting the validity of the proceeding on the ground that the act of March 16, 1910, upon which the petition is based, is unconstitutional. Whereupon, by consent, the said motion is sustained, and the order of January 11, 1912, is set aside and annulled for the purpose, and only for the purpose of submitting a motion to the Commission to dismiss this proceeding upon the ground that the act of March 16, 1910, upon which this proceeding is based, is unconstitutional and therefore void, which motion, by consent, is continued.

CASE No. 270.

(See Report 1911, p. 28.)

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)

Norfolk Brick and Tile Company.

ORDER OF OCTOBER 2, 1912.

The defendant company having paid the fees required by law for reasons satisfactory to the Commission this proceeding is dismissed.

CASE No. 271.

(See Report 1911, p. 29.)

Commonwealth of Virginia, at the relation of Paul C. Edmunds, Jr., John C. Long, W. H. Hickson, W. R. Ballowe, and others.

vs.

Southern Railway Company.

Station—Elon Road, Amherst county, Virginia.

ORDER OF JANUARY 7, 1913.

For reasons deemed sufficient by the Commission it is ordered that the petition be, and is, hereby dismissed.

CASE No. 288.

(See Report 1911, p. 41.)

Commonwealth of Virginia, at the relation of Clayville Mfg. Co., W. G. Stapelkamp, Chesley Dorsett and others,

vs.

Southern Railway Company.

Discontinuance of Clayville station.

ORDER OF JANUARY 9, 1912.

This day came Wm. M. Justis, Jr., as principal, and W. G. Stapelkamp as surety, and executed an appeal bond in the sum of two hundred (\$200.00) dollars, which is ordered to be recorded.

ORDER OF JANUARY 28, 1913.

A copy of an order of affirmation on the appeal taken by Clayville Mfg. Co., W. G. Stapelkamp, Chesley Dorsett and others, in this proceeding having been certified and transmitted by the Clerk of the Supreme Court of Appeals to the Commission, and being ordered to be recorded, is in the words and figures following:

VIRGINIA:

In the Supreme Court of Appeals held at the Library building in the city of Richmond on Thursday, the 16th day of January, 1913.

Commonwealth of Virginia, at the relation of Clayville Manufacturing Company, W. G. Stapelkamp, Chesley Dorsett, T. J. Boldman, J. H. Botts, Henry Cornick, C. F. Benscholter, B. B. Cornick, R. T. Smith, C. F. Smith, Vernon Clements, W. M. Stapelkamp, W. A. Brown, H. H. Goode, S. S. Goode, A. H. Gatland, Philip Moniger and B. F. Cordoza, appellants,
 against
 Southern Railway Company, appellees.

Upon an appeal from an order entered by the State Corporation Commission on the 5th day of June, 1911.

This day came again the parties, by counsel, and the court having maturely considered the transcript of the record of the order aforesaid and arguments of counsel, is of opinion, for reasons stated in writing and filed with the record, that there is no error in the order complained of. It is therefore adjudged and ordered that the same be affirmed, and that the appellants pay to the appellee thirty dollars damages and also its costs by it expended about its defence herein.

Which is ordered to be certified forthwith to the said State Corporation Commission.

A copy, Teste:

H. STEWART JONES, C. C.

Appellees costs:

Attorney's fee.	\$20.00
Clerk's fees.	2.84
	<hr/>
	\$22.84

Teste:

H. STEWART JONES.

CASE No. 298.

(See Report 1911, p. 51.)

Commonwealth of Virginia, at the relation of the City of Richmond, a municipal corporation, organized under the laws of the State of Virginia,

vs.

Horatio G. Lloyd, E. L. Bemiss, Howard B. French, E. B. Addison, John I. Waterbury and James Crosby Brown, Bondholders' Committee of the William R. Trigg Company.

ORDER OF NOVEMBER 22, 1912.

The following order of dismissal by agreement of the parties in these proceedings having been this day received from the Clerk of the Supreme Court of Appeals of Virginia, and being ordered to be recorded, is in the following words and figures, viz.:

VIRGINIA:

In the Supreme Court of Appeals held at the Library building in the city of Richmond, on Wednesday, the 13th day of November, 1912.

Horatio G. Lloyd and others, appellants, against City of Richmond and others, appellees.

Upon an appeal from and supersedeas to an order entered by the State Corporation Commission on the 16th day of October, 1911. This day came the parties, by counsel, and upon consent of parties, it is ordered that this case be dismissed agreed, each party paying their own costs.

Which is ordered to be certified to the State Corporation Commission.

CASE No. 312.

Commonwealth of Virginia, at the relation of the Interstate Railroad Company,
vs.

*The Norfolk and Western Railway Company and
The Louisville and Nashville Railroad Company.*

Condemnation Proceedings at Norton.

ORDER OF APRIL 20, 1912.

The penalty of the supersedeas bond in this case is hereby fixed at five hundred (\$500.00) dollars.

CASE No. 312.

Commonwealth of Virginia, at the relation of The Interstate Railroad Company,
vs.

*The Norfolk and Western Railway Company and
The Louisville and Nashville Railroad Company.*

ORDER OF APRIL 26, 1912.

This day, came Lucian H. Cocke of Roanoke, Virginia, principal, and United States Fidelity and Guarantee Company, a corporation of the State of Maryland, as surety, and executed an appeal bond in the sum of \$500.00 and a supersedeas bond in the sum of \$500.00, which bonds are ordered to be recorded.

CASE No. 312.

Commonwealth of Virginia, at the relation of the Interstate Railroad Company,
vs.

*Norfolk and Western Railway Company, and
Louisville and Nashville Railroad Company.*

ORDER OF JANUARY 24, 1913.

A copy of an order of affirmation on the appeal taken by Norfolk and Western Railway Company and Louisville and Nashville Railroad Company in this proceeding having been certified and transmitted by the Clerk of the Supreme Court of Appeals to the Commission, and being ordered to be recorded, is in the words and figures following:

VIRGINIA:

In the Supreme Court of Appeals held at the Library building in the city of Richmond, on Thursday, the 16th day of January, 1913.

Norfolk and Western Railway Company and Louisville and Nashville Railroad Company, appellants,
 against
 Interstate Railroad Company, appellee.

Upon an appeal from an order of the State Corporation Commission entered on the 6th day of December, 1911.

This day came the parties, by counsel, and the court having maturely considered the transcript of the record of the order aforesaid and arguments of counsel, is of opinion, for reasons stated in writing and filed with the record, that there is no error in the order appealed from. It is therefore adjudged, ordered and decreed that the same be affirmed, and that the appellants pay to the appellee thirty dollars damages and also its costs by it expended about its defense herein.

Which is ordered to be forthwith certified to the said State Corporation Commission.

A copy, Teste:

H. STEWART JONES, C. C.

Appellee's costs:

Attorney's fee.	\$20.00
Clerk's fee.	2.59
	<hr/>
	\$22.59

Teste:

H. STEWART JONES, C. C.

CASE No. 318.

(See Report 1911, p. 77.)

Commonwealth of Virginia, at the relation of the City of Charlottesville, Virginia,
 vs.
Southern Railway Company.

ORDER OF OCTOBER 18, 1912.

It appearing to the Commission from a consideration of the evidence heretofore submitted to the Commission in this case and also from an inspection of the station buildings and premises at the Union Station in Charlottesville, that it may be necessary for the public safety and convenience to require the erection of a new passenger station at that place, or the enlargement and repair of the present station, and a re-arrangement of the facilities at and near such station:

And it having been suggested that The Chesapeake and Ohio Railway Company is a joint owner with the Southern Railway Company of such station and premises and is therefore a proper and necessary party to this proceeding:

Therefore, it is considered by the Commission that the Southern Railway Company and The Chesapeake and Ohio Railway Company be summoned to appear before the Commission on or before ten o'clock A. M. Wednesday, the sixth day of November, 1912, at the court room of the State Corporation Commission, in the city of Richmond, Virginia, to show cause, if any it can, why they should not be required to erect a new passenger station at Union Station, Charlottesville, or to enlarge and repair the present station at that place, and also to rearrange the facilities at and near such station to promote the public safety and convenience; and that a copy of this order be forthwith served upon the said defendant corporations as a notice of the allegations or suggestions herein contained, and of the purpose of the Commission to consider the propriety of requiring the erection, enlargement or repair of such station and the rearrangement of such facilities and to enter such rules, orders and regulations as may be just, and also as a writ or summons, according to law.

CASE No. 319.

Matoaca Bridge Company—Tolls.

ORDER OF JANUARY 3, 1912.

By authority of the statute in such case made and provided (clause 72, section 1313a, Pollard's Code, 1904), and for reasons deemed sufficient by the Commission, the maximum tolls to be collected by the Matoaca Bridge Company until the further order of the Commission shall be as follows:

For each foot passenger, three cents; for each horse, mare, mule, gelding or work ox, not including the rider or driver, three cents; for each head of neat cattle, three cents; for each hog or sheep, one cent; for each bicyclist three cents; for each one-horse wheeled vehicle, including the occupants, ten cents; for each two-horse wheeled vehicle, including the occupants, fifteen cents; for each three or four-horse vehicle, including the occupants, twenty cents; for each vehicle tied to another vehicle, not including the occupants, five cents; for each wheel-barrow, truck or push cart, including the trucker, five cents; for each two-passenger automobile, including the occupants, ten cents; for each automobile, other than two-passenger, including the occupants,

fifteen cents; for each engine, machine, wagon or other vehicle, moved or drawn by any motive power either in whole or in part, other than automobiles, including the occupants, twenty-five cents; loaded vehicles weighing more than ten thousand pounds, traction engines and street rollers, cannot cross; persons under seven years of age, free; provided, the number of occupants for each vehicle, except automobiles, to be limited to four, each additional occupant to be charged the regular toll for foot-passengers; and provided further, that the said rates of toll may be reduced by the issuance of tickets, or otherwise.

CASE No. 320.

CITY OF RICHMOND, *January 10, 1912.*

A rule is hereby awarded against

Richmond, Urbanna and Peninsula Railway Company,

returnable at Richmond, Virginia, at ten o'clock A. M. Wednesday, the twenty-first day of February, 1912, requiring it to show cause, if any it can, why it should not be fined for failure to make report as a railroad not yet engaged in business required by the Commission for the year ending June 30th, 1911.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)
Richmond, Urbanna and Peninsula Railway Company.

ORDER OF FEBRUARY 21, 1912.

The defendant, upon whom process has been duly served, came not and it appearing that the required report has not been filed, therefore, it is considered by the Commission that the Richmond, Urbanna and Peninsula Railway Company render unto the Commonwealth of Virginia a fine of twenty five (\$25.00) dollars and costs incident to this proceeding, and unless the same shall be paid to the clerk of the Commission within sixty days from this date that execution of fieri facias issue therefor, according to law.

CASE No. 321.

CITY OF RICHMOND, *January 10, 1912.*

A rule is hereby awarded against

The Virginia Western Railway Company,

returnable at Richmond, Virginia, at ten o'clock A. M., Wednesday, the twenty-first day of February, 1912, requiring it to show cause, if any it can,

why it should not be fined for failure to make report as a railroad not yet engaged in business required by the Commission for the year ending June 30, 1911.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)
The Virginia Western Railway Company.

ORDER OF FEBRUARY 21, 1912.

The defendant, upon whom process has been duly served, came not, and it appearing that the required report has not yet been filed, therefore, it is considered by the Commission that The Virginia Western Railway Company render unto the Commonwealth of Virginia a fine of ten dollars and costs incident to this proceeding, and unless the same shall be paid to the clerk of the Commission within sixty days from this date that execution of fieri facias issue therefor, according to law.

CASE No. 322.

CITY OF RICHMOND, *January 10, 1912.*

A rule is hereby awarded against

The Washington and Barcroft Traction and Power Company,

returnable at Richmond, Virginia, at ten o'clock A. M., Wednesday, the twenty-first day of February, 1912, requiring it to show cause, if any it can, why it should not be fined for failure to make report as a railroad not yet engaged in business required by the Commission for the year ending June 30, 1911.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)
The Washington and Barcroft Traction and Power Company.

ORDER OF FEBRUARY 21, 1912.

The defendant, upon whom process has been duly served, came not, and it appearing that the required report has not yet been filed, therefore, it is considered by the Commission that The Washington and Barcroft Traction and Power Company render unto the Commonwealth of Virginia a fine of ten dollars and costs incident to this proceeding, and unless the same shall be paid to the clerk of the Commission within sixty days from this date that execution of fieri facias issue therefor, according to law.

CASE No. 323.

CITY OF RICHMOND, *March 28, 1912.*

A rule is hereby awarded against

Richmond, Urbanna and Peninsula Railway Company,

returnable at Richmond, Virginia, at ten o'clock A. M. Tuesday, the thirtieth day of April, 1912, requiring it to show cause, if any it can, why it should not be again fined for its continued failure to make report as a railroad not yet engaged in business required by the Commission for the year ending June 30, 1911.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)

Richmond, Urbanna and Peninsula Railway Company.

ORDER OF APRIL 30, 1912.

The defendant, upon whom process has been duly served, came not, and it appearing that the required report was not filed until April 15, 1912, therefore, it is considered by the Commission that the Richmond, Urbanna and Peninsula Railway Company render unto the Commonwealth of Virginia a fine of twenty-five (\$25.00) dollars and costs incident to this proceeding, and unless the same shall be paid to the clerk of the Commission within sixty days from this date that execution of fieri facias issue therefor, according to law.

CASE No. 324.

Commonwealth of Virginia, at the relation of W. G. Cosby,
vs.

*The Richmond Transfer Company,
Richmond, Fredericksburg and Potomac Railroad Company,
The Chesapeake and Ohio Railway Company,
Southern Railway Company,
Seaboard Air Line Railway,
Atlantic Coast Line Railroad Company, and
Old Dominion Steamship Company.*

ORDER OF APRIL 12, 1912.

The petition of the Commonwealth of Virginia, at the relation of W. G. Cosby, against The Richmond Transfer Company, Richmond, Fredericksburg and Potomac Railroad Company, The Chesapeake and Ohio Railway Company, Southern Railway Company, Seaboard Air Line Railway, Atlantic Coast Line Railroad Company and Old Dominion Steamship Company, having been this day filed, it is hereby ordered that the defendant corporations

be summoned to appear and answer the same on or before ten o'clock A. M., on Tuesday, the thirtieth day of April, 1912, at the court room of the State Corporation Commission in the city of Richmond, Virginia, and that a copy of this order, together with a copy of said petition, be forthwith served upon each of the said defendant corporations as a notice of the allegations and complaints contained therein, and of the purpose of the Commission to consider the same and to enter such rules, orders and regulations as may be just, and also as a writ or summons, according to law.

ORDER OF APRIL 30, 1912.

This day came the parties by their attorneys, and thereupon the defendants, The Richmond Transfer Company, Richmond, Fredericksburg and Potomac Railroad Company, The Chesapeake and Ohio Railway Company, Southern Railway Company, Seaboard Air Line Railway, Atlantic Coast Line Railroad Company and Old Dominion Steamship Company, filed their separate motions to dismiss the complaint and their separate demurrers to the petition.

ORDER OF MAY 29, 1912.

This day, came again the parties by their attorneys, and thereupon, on the motion of the petitioner, leave is given him to file an amended complaint. Whereupon the separate motions to dismiss the complaint and the separate demurrers thereto having been fully argued, the Commission takes time to consider of its judgment and the order to be entered herein.

ORDER OF SEPTEMBER 24, 1912.

This day came the parties by their attorneys, and the Commission having maturely considered the record is of the opinion, for the reasons stated in writing and filed with the record, that the petition is not sufficient in law. Therefore, it is considered by the Commission that the demurrer be sustained, that the prayer of the petition be denied, that such petition be dismissed, and that the proceeding be removed from the docket.

OPINION—PRENTIS, CHAIRMAN.

W. G. Cosby, who is engaged in the baggage transfer business in the city of Richmond, has filed his petition against the defendant companies asking for certain relief, which, so far as may be necessary in order to explain the conclusions of the Commission, will be hereinafter referred to. Each of the defendants has demurred to the petition and moved to dismiss the same.

Questions substantially similar were involved in the case of W. G. Cosby vs. Richmond Transfer Company and others, 23rd Interstate Commerce Commission Reports, page 72, with reference to the transfer of baggage of interstate travelers in the city of Richmond. That decision, which if its conclusions are correct, appears to be conclusive of the issues raised in this proceeding.

The syllabus, which fairly states the substance of the opinions, read (a typographical error being first corrected) as follows:

1. If a carrier undertook to make delivery of passenger baggage and to issue baggage checks at residences for the rate of fare stated in its tariffs, this would be a service over which this Commission would have jurisdiction and which must in all regards become subject to the mandates and prohibitions of the act, even though the service in whole or in part was not performed by the carrier itself, but was rendered by some agency under contract or otherwise. But in merely granting the exclusive privilege of soliciting on its trains and issuing baggage checks at residences to one baggage transfer company a carrier does not undertake an additional service to the public. The carrier's duty to the public as to baggage begins and ends in the baggage room provided by it. Baggage transfer is prior or subsequent to the transportation service as to which the carrier owes no duty to the public and is therefore outside the jurisdiction of this Commission.

2. No public duty is owed by a carrier to baggage transfer agents, as such, and therefore the Commission finds that although the exclusive privilege of soliciting baggage transfer on defendants' trains is given to the transfer company which is controlled by officers of defendants, yet there is no undue discrimination, since no one is given any *undue* advantage or is subjected to any *undue* or unreasonable prejudice as to any matter in relation to which the carrier owes a duty.

The petition contains several prayers for relief. In substance they are:

1. That an order be entered perpetually enjoining said defendants from continuing an exclusive contract, under the terms of which the defendant carriers prefer the defendant, the Richmond Transfer Company, over all other baggage transfer agencies;

2. That an order be entered requiring the defendant carriers to promulgate a schedule of rates and charges for baggage transfer service, subject to the approval of the Commission, which are reasonable under all the circumstances and which shall not be exceeded by any baggage transfer agent which the defendant carriers may prefer.

3. That the defendant carriers be perpetually enjoined from granting the defendant transfer company any undue preference as to the checking of baggage from residence to destination, whereby the traveling public is forced to employ the defendant transfer company in order to enjoy the privilege of checking baggage from residence to destination;

4. That an order be entered promulgating just and reasonable rules as to the checking of baggage from residence to destination, and that the defendant carriers be required to grant the privilege of checking from residence to destination to all reliable baggage transfer agents who will fulfil the contracts and obey such rules as may be prescribed by the Commission;

5. That the defendant carriers be perpetually enjoined from entering into any exclusive contract with a baggage transfer agency in the city of Richmond without making ample provision as to reasonable rates for the protection of the public.

It appears, therefore, that the petitioner desires this Commission to fix the rates for transferring baggage through the streets of Richmond, and to enter an order annulling the existing contract by virtue of which the Richmond Transfer Company has the exclusive privilege of soliciting baggage on the trains and boats and premises of the other defendant companies, and of delivering transportation company checks for their baggage to prospective travelers at their residences.

No authority is cited to sustain the proposition that this Commission has jurisdiction to fix the rates of baggage transfer companies. The Constitution has conferred authority upon the Commission to regulate the rates of transportation and transmission companies, but we have no such authority as to any other class of corporations. Baggage is usually transferred locally by a private corporation or a private citizen, engaged in a private business, using the streets and roads of the Commonwealth along with other citizens, not authorized to exercise the right of eminent domain, and without any special privileges not available to the general public. Such a business is neither the business of a transportation or transmission company nor of a public service corporation. The citizen or corporation conducting it while only engaged in performing contracts made solely with travelers for the transfer of baggage between their residences and railway stations, is not charged with any public duty. Contracts with customers for the transportation of baggage through the public streets and roads may be freely made without regulation or supervision of this Commission, unless such service is to be performed by the baggage transfer company as the agent of some transportation company as a part of some public duty due from such transportation company to the traveler. When this occurs, as it certainly does when a transfer company transports the baggage of persons traveling on through railway tickets contracting for the transfer of such baggage from one station to another in the same city, then the rate is subject to the control of this Commission, because such a service is a transportation service due by the transportation company to the traveler by virtue of such through ticket.

Other instances may arise in which a transfer company acts as the agent of a transportation company in aid of its public duty, and when it does the rates may be regulated by this Commission.

In this case, however, we are asked in general terms to regulate the rates of the Richmond Transfer Company, and it seems to us clear that we are without authority to do this under the facts stated in the petition.

Then we are furthermore asked to enjoin and annul the existing exclusive contracts between the defendant transportation companies and the Richmond Transfer Company.

We must decline to do so, however, because similar contracts have been not only declared lawful, but in the public interest desirable, by the Supreme Court of the United States; by the Supreme Court of Appeals of Virginia; by the Georgia Supreme Court; by the Interstate Commerce Commission and by this Commission.

Donovan *vs.* Pennsylvania Co. 199 U. S. 279 (50 L. Ed. 193),
Norfolk and Western Railway Co. *vs.* Old Dominion Baggage Company,
99 Va. 111.

Cates *vs.* Atlanta Baggage and Cab Company and others, (Georgia)
34, S. E. R. 372.

Cosby *vs.* Richmond Transfer Company and others, 23 Interstate Commerce Commission Report, 72.

Commonwealth at the relation of Peoples Baggage Transfer Co., etc., *vs.* Norfolk and Western Railway Co., etc., Virginia State Corporation Commission Report 1911, page 31.

Such contracts are approved because believed to be beneficial to the public in that they provide responsible baggage transfer companies, relieving incoming passengers from the solicitation of agents of competing transfer companies, some of which companies, or individuals, may be irresponsible, incompetent and unreliable.

For the reasons here indicated we will enter an order dismissing the petition.

RHEA and WINGFIELD, Commissioners, concur.

CASE No. 325.

CITY OF RICHMOND, *May 1, 1912.*

A rule is hereby awarded against

Baltimore Yellow Trading Stamp Company,

a corporation chartered under the laws of the State of New Jersey, and designated as a foreign corporation, returnable at the court room of the State Corporation Commission, Capitol building, city of Richmond, Virginia, at ten o'clock A. M., on Tuesday, the fourteenth day of May, 1912, requiring it to show cause, if any it can, why it should not be fined under section 1105 of the Code of Virginia, as amended, for transacting business in this State without first obtaining the certificate of authority provided for in section 1104 of the Code of Virginia, as amended.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)

Baltimore Yellow Trading Stamp Company.

ORDER OF MAY 14, 1912.

It is ordered that the rule awarded against Baltimore Yellow Trading Stamp Company on the first day of May, 1912, be dismissed at the cost of the defendant.

CASE No. 327.

Commonwealth of Virginia, at the relation of the Washington Virginia Railway Company,

vs.

Washington and Old Dominion Railway Company.

ORDER OF MAY 25, 1912.

Application by petition in writing having been this day filed before the Commission by R. W. King, general manager of the Washington Virginia Railway Company, to inquire into the necessity for a certain proposed crossing of the lines of the Washington Virginia Railway Company by the proposed line of the Washington and Old Dominion Railway Company near Lacey station, in Alexandria county, Virginia, as well as all matters pertaining to its construction and operation, it is therefore ordered by the Commission that work on the said proposed crossing be suspended until the twenty-fourth day of June, 1912, so as to give the Commission the time necessary to make such inquiry. And it is further ordered that a copy of this order, together with a copy of the petition this day filed, be served upon both companies and when so served shall constitute the notice required by the statute. It is further ordered that the defendant, the Washington and Old Dominion Railway Company, shall answer such petition within fifteen (15) days from date of service of notice and petition upon said company.

ORDER OF MAY 28, 1912.

This day came the defendant corporation by its attorney and filed its answer in this proceeding, and it is ordered that the hearing be set for Tuesday, June 4, 1912, at ten o'clock A. M. in the court room of the Commission, in the city of Richmond, Virginia.

ORDER OF JUNE 4, 1912.

This day came the parties by their attorneys, and the evidence having been partly heard, it is considered by the Commission that Mr. E. T. D. Myers, an expert engineer, be employed, his compensation to be paid equally by both companies, to examine, together with Mr. C. A. S. Sinclair, chief engineer of the Washington Virginia Railway Company, and Mr. Bundy, chief engineer of the Washington and Old Dominion Railway Company, the location, plans, specifications, appliances and methods proposed to be employed by the Washington and Old Dominion Railway Company with reference to the crossing referred to in these proceedings; and he shall make report to the Commission.

All other questions are reserved.

ORDER OF JUNE 10, 1912.

This day came E. T. D. Myers, Jr., expert engineer, and filed his report made in obedience to the order entered herein June fourth, 1912, and the said report is hereby ordered to be made a part of the record in this proceeding.

ORDER OF JUNE 20, 1912.

This cause came on this 20th day of June, 1912, to be heard on the petition of the Washington Virginia Railway Company and the order entered by the said Corporation Commission on May 25, 1912, and the answer of the Washington and Old Dominion Railway Company to said petition, and the testimony taken before the Commission on June 4, 1912, and on the

report of E. T. D. Myers, Jr., an expert civil engineer, appointed by the Commission to examine and report as to the best manner and method in which the said proposed crossing should be constructed, and also on an agreement entered into on the 10th day of June, 1912, by and between the Washington Virginia Railway Company and the Washington and Old Dominion Railway Company, which agreement was this day submitted to the said Corporation Commission and ordered to be filed.

On Consideration Whereof, the Commission, by agreement of parties, doth adjudge, order and decree that the controversy in this cause be, and the same is, hereby settled finally as follows:

(1) That the order entered by the Commission on May 25, 1912, enjoining and restraining the Washington and Old Dominion Railway Company from proceeding to construct a crossing over the line of the Washington Virginia Railway Company, at or near Lacey Station, Alexandria county, Virginia, until the 24th day of June, 1912, be, and the same is, hereby modified as hereinafter set forth.

(2) The Washington and Old Dominion Railway Company is authorized to construct at its sole cost and expense, and perpetually maintain in good order and safe condition, an overhead, non-grade, concrete and steel crossing at the point involved in the said proceedings before the said State Corporation Commission in the State of Virginia, in accordance with the plans and specifications which shall be submitted to and approved by the Washington Virginia Railway Company, or its authorized engineer, to the end that the said structure shall be erected and maintained in all respects in accordance with reasonable requirements of the Washington Virginia Railway Company, looking to the safe and convenient operation and maintenance of its line of railroad, and the said crossing shall be completed within eight months from June 10, 1912.

(3) The Washington Virginia Railway Company is to allow the Washington and Old Dominion Railway Company to depress its (the Washington Virginia Railway) tracks at said crossing not exceeding five (5) feet, all costs of said depression to be borne by the Washington and Old Dominion Railway Company, and all work to be performed by it with as little inconvenience as possible to the operation of the Washington Virginia Railway, in accordance with plans and specifications approved by the Washington Virginia Railway Company or its authorized officers, so as to secure a practically level grade over the point of crossing eight hundred and fifty (850) feet eastward and running westward, returning to the present grade at a grade not exceeding two per cent. (2%), and a clearance of at least sixteen (16) feet from the top of the Washington Virginia Railway Company rail to its trolley wire shall be given. In the event of depression of these tracks interfering with the grades of county roads or private crossings, the grades of such roads or crossings are to be made to conform to the grade as altered hereunder, and the same to be left in equally as good condition as at present.

(4) In consideration of the agreements of the Washington and Old Dominion Railway Company to construct said overhead non-grade crossing, it is permitted and allowed to forthwith install, maintain and operate, for the period hereinafter stated, a temporary grade crossing at the crossing involved in this proceeding.

(5) Pending the completion of the non-grade crossing and during the operation of the grade crossing as provided in this order, the Washington and Old Dominion Railway Company is ordered to keep a watchman, satisfactory to the Washington Virginia Railway Company, at said crossing at all times during the hours the cars are operated over said crossing by either company, to protect and guard against accidents thereat, said watchman to control and handle the traffic over said crossing, but the Washington Virginia Railway Company cars are to have the right of way at all times.

(6) The Washington and Old Dominion Railway Company is made responsible for any and all accidents and personal injury claims, and claims for all damages of every kind, character and description asserted against the Washington Virginia Railway Company arising from or growing out of accidents or casualties of any kind, occurring at or near the said crossing, or on the lines of the Washington Virginia Railway Company where its grade is changed hereunder, during the time that the said changes are being effected or said grade crossing is operated, and the Washington and Old Dominion Railway Company is required to indemnify and save harmless the Washington Virginia Railway Company against or on account of any such accident, casualty or claim during the time such non-grade crossing is maintained.

(7) The Washington and Old Dominion Railway Company, in accordance with the terms of said agreement of June 10, 1912, has executed to the Washington Virginia Railway Company a bond with surety satisfactory to the Washington Virginia Railway Company, and in a penalty of one hundred thousand dollars (\$100,000), conditioned for the faithful performance of all the terms and conditions on its part to be performed under the contract between the said companies, bearing date the 10th day of June, 1912, and provided for in this order, and the same is hereby approved.

(8) It is ordered that all wires, including all transmission and telephone wires of the Washington-Virginia Railway Company which will be required to be changed in accordance with the terms of said agreement of June 10, 1912, are to be changed and altered at the sole risk and cost of the Washington and Old Dominion Railway Company, and all such wires except trolley wires are to go over the overhead crossing hereby provided for, but under the high tension wires of the Washington and Old Dominion Railway Company.

(9) It is further provided by agreement of the parties that time is of the essence of said contract of June 10, 1912, and that the sum of fifty dollars (\$50) per day shall be paid by the Washington and Old Dominion Railway Company to the Washington Virginia Railway Company for each and every day, or fraction of day, that the said temporary grade crossing is used or not completely removed after the 10th day of February, 1913, at midnight, as compensation to the Washington Virginia Railway Company for the use thereafter of its right of way at said crossing for the purposes of a grade crossing. Delays due to legal proceedings, acts of God, or matters beyond the control of the Washington and Old Dominion Railway Company are excepted.

(10) It is further ordered in accordance with the agreement of the parties that the abutments to the crossing mentioned in said agreement of June 10th, 1912, and this order, shall be erected clear of the right of way of the Washington Virginia Railway Company.

(11) It is further ordered by the Commission that all of the terms of said agreement of the 10th day of June, 1912, as entered into between the Wash-

ington Virginia Railway Company and the Washington and Old Dominion Railway Company, be, and they hereby are, ratified and made the order of this Commission.

CASE No. 329.

Commonwealth of Virginia, at the relation of the Board of Supervisors of Appomattox County,

vs.

The Chesapeake and Ohio Railway Company.

ORDER OF JUNE 27, 1912.

The petition of the Commonwealth of Virginia, at the relation of the board of supervisors of Appomattox county, against The Chesapeake and Ohio Railway Company, having been this day filed, it is hereby ordered that the defendant corporation be summoned to appear and answer the same on or before ten o'clock A. M. on Wednesday, the 10th day of July, 1912, at the court room of the State Corporation Commission in the city of Richmond, Virginia, and that a copy of this order, together with a copy of said petition, be forthwith served upon the said defendant corporation as a notice of the allegations and complaints contained therein, and of the purpose of the Commission to consider the same and to enter such rules, orders and regulations as may be just, and also as a writ or summons, according to law.

ORDER OF JULY 10, 1912.

This day came the defendant company and filed its demurrer to the complaint.

CASE No. 330.

Commonwealth of Virginia, at the relation of D. A. Langhorne, of Albemarle County,

vs.

*Scottsville Telephone Company, a Corporation, and
Albemarle Telephone Company, a Corporation.*

ORDER OF JULY 2, 1912.

The petition of the Commonwealth of Virginia, at the relation of D. A. Langhorne, of Albemarle county, against the Scottsville Telephone Company, a corporation, and the Albemarle Telephone Company, a corporation, having been this day filed, it is hereby ordered that the defendant corporations be summoned to appear and answer the same on or before ten o'clock A. M., on Wednesday, the seventeenth day of July, 1912, at the court room of the State Corporation Commission in the city of Richmond, Virginia, and that a copy of this order, together with a copy of said petition, be forthwith served

upon each of the said defendant corporations as a notice of the allegations and complaints contained therein, and of the purpose of the Commission to consider the same and to enter such rules, orders and regulations as may be just, and also as a writ or summons, according to law.

ORDER OF JULY 17, 1912.

This day came the Scottsville Telephone Company and filed its separate demurrer and answer to the petition. This day came also the Albemarle Telephone Company and filed its answer to the petition.

CASE No. 331.

In the matter of application for charter for

Richmond Trust Company, Incorporated.

ORDER OF JULY 26, 1912.

The certificate of E. R. Williams, Thomas B. Gay, and Hamilton H. Chalkley for a charter for Richmond Trust Company, Incorporated, having been presented to the Commission on the twenty-fourth day of July, 1912:

Whereupon on this day came Richmond Bank and Trust Company, Incorporated, by its attorney, and filed its petition and protest against the issuance of a charter to the said above named incorporators under the name Richmond Trust Company, Incorporated. The said incorporators objected and expected to the filing of such protest and petition, and moved the Commission to reject the same. Whereupon, upon the motion of Richmond Bank and Trust Company, Incorporated, by its attorney, it is ordered that the questions raised by these proceedings be heard and determined on Tuesday, July 30, 1912, at 12 o'clock Meridian.

ORDER OF JULY 30, 1912.

This day came E. R. Williams, Thomas B. Gay and Hamilton H. Chalkley, by their attorney, and withdrew their application for a charter for Richmond Trust Company, Incorporated, whereupon the proceeding is stricken from the docket.

CASE No. 333.

CITY OF RICHMOND, *September 12, 1912.*

A rule is hereby awarded against

Dismal Swamp Railroad Company,

returnable at the court room of the State Corporation Commission in the Capitol building, city of Richmond, Virginia, at ten o'clock A. M., on Tues-

day, the twenty-second day of October, 1912. requiring it to show cause, if any it can, why it should not be fined under section 144 of the act entitled, "An act to raise revenue for the support of the government and public free schools, and to pay the interest on the public debt, and to provide a special tax for pensions, as authorized by section 189 of the Constitution," approved April 16, 1903, for failure to make the report required under section 27 of the same act, as amended by an act approved March 16, 1910, for the year ending June 30, 1912.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)
Dismal Swamp Railroad Company.

ORDER OF OCTOBER 22, 1912.

It is ordered that the rule awarded against the Dismal Swamp Railroad Company on the 12th day of September, 1912, be dismissed at the cost of the defendant.

CASE No. 334.

CITY OF RICHMOND, September 12, 1912.

A rule is hereby awarded against

Cornett Light and Power Company,

returnable at the court room of the State Corporation Commission in the Capitol building, city of Richmond, Virginia, at ten o'clock A. M., on Tuesday, the twenty-second day of October, 1912, requiring it to show cause, if any it can, why it should not be fined under the act entitled, "An act to require all water companies, heat, light and power companies and gas companies to pay a franchise tax, a property tax, and to furnish certain reports to the State Corporation Commission," approved February 26, 1910, for failure to make the report required under the said act for the year ending June 30, 1912.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)
Cornett Light and Power Company.

ORDER OF OCTOBER 22, 1912.

The defendant corporation, upon whom process has been duly served, came not, and it appearing that the required report has not yet been filed, therefore, it is considered by the Commission that the Cornett Light and Power Company render unto the Commonwealth of Virginia a fine of ten (\$10.00) dollars and costs incident to this proceeding, and unless the same shall be paid to the clerk of the Commission within sixty days from this date that execution of *fieri facias* issue therefor, according to law.

CASE No. 335.

CITY OF RICHMOND, *September 12, 1912.*

A rule is hereby awarded against

Stuart Water Company, Incorporated,

returnable at the court-room of the State Corporation Commission in the Capitol building, city of Richmond, Virginia, at ten o'clock A. M., on Tuesday, the twenty-second day of October, 1912, to show cause, if any it can, why it should not be fined under the act entitled, "An act to require all water companies, heat, light and power companies and gas companies to pay a franchise tax, a property tax, and to furnish certain reports to the State Corporation Commission," approved February 26, 1910, for failure to make the report required under the said act for the year ending June 30, 1912.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)

Stuart Water Company, Incorporated,

ORDER OF OCTOBER 22, 1912.

The defendant corporation, upon whom process has been duly served, came not, and it appearing that the required report has not yet been filed, therefore, it is considered by the Commission that the Stuart Water Company, Incorporated, render unto the Commonwealth of Virginia a fine of ten (\$10.00) dollars and costs incident to this proceeding, and unless the same shall be paid to the clerk of the Commission within sixty days from this date that execution of *fieri facias* issue therefor, according to law.

CASE No. 336.

CITY OF RICHMOND, *September 12, 1912.*

A rule is hereby awarded against

Frederick and Clark Telephone Company,

returnable at the court room of the State Corporation Commission, Capitol building, city of Richmond, Virginia, at ten o'clock A. M., on Tuesday, the twenty-second day of October, 1912, requiring it to show cause, if any it can, why it should not be fined under section 144 of the act entitled, "An act to raise revenue for the support of the government and public free schools and to pay the interest on the public debt and to provide a special tax for pensions, as authorized by section 189 of the Constitution," approved April 16, 1903, for failure to make the report required under section 34 of the same act as amended by an act approved March 16, 1910, for the year ending June 30, 1912.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)
Frederick and Clarke Telephone Company.

ORDER OF OCTOBER 22, 1912.

It is ordered that the rule awarded against the Frederick and Clarke Telephone Company on the 12th day of September, 1912, be dismissed at the cost of the defendant.

CASE No. 337.

CITY OF RICHMOND, *September 12, 1912.*

A rule is hereby awarded against

Saint Paul Normal and Industrial School,

returnable before the State Corporation Commission at its court room in the Capitol building, city of Richmond, Virginia, at ten o'clock A. M. on Tuesday, the twenty-second day of October, 1912, requiring it to show cause, if any it can, why it should not be fined under the act entitled, "An act to require all water companies, heat, light and power companies and gas companies to pay a franchise tax, a property tax, and to furnish certain reports to the State Corporation Commission," approved February 26, 1910, for failure to make the report required under the said act for the year ending June 30, 1912.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)
Saint Paul Normal and Industrial School.

ORDER OF OCTOBER 22, 1912.

It appearing that the required report has now been rendered by the defendant corporation, it is ordered that the rule awarded against the Saint Paul Normal and Industrial School on the 12th day of September, 1912, be dismissed.

CASE No. 338.

CITY OF RICHMOND, *September 12, 1912.*

A rule is hereby awarded against

New York Mining and Manufacturing Company,

returnable at the court room of the State Corporation Commission in the

Capitol building, city of Richmond, Virginia, at ten o'clock A. M., on Tuesday, the twenty-second day of October, 1912, requiring it to show cause, if any it can, why it should not be fined under section 144 of the act entitled, "An act to raise revenue for the support of the government and public free schools and to pay the interest on the public debt, and to provide a special tax for pensions, as authorized by section 189 of the Constitution," approved April 16, 1903, for failure to make the report required under section 27 of the same act, as amended by an act approved March 16, 1910, for the year ending June 30, 1912.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)
New York Mining and Manufacturing Company.

ORDER OF OCTOBER 22, 1912.

It appearing that the required report was not filed by the defendant corporation within the time prescribed by law, therefore it is considered by the Commission that the New York Mining and Manufacturing Company render unto the Commonwealth of Virginia a fine of ten (\$10.00) dollars and costs incident to this proceeding, which fine and costs are accordingly paid.

CASE No. 339.

CITY OF RICHMOND, *September 12, 1912.*

A rule is hereby awarded against

Newport News and York River Transportation Company,

returnable at the court room of the State Corporation Commission, Capitol building, city of Richmond, Virginia, at ten o'clock A. M., on Tuesday, the twenty-second day of October, 1912, to show cause, if any it can, why it should not be fined under section 29 of the act entitled, "An act to raise revenue for the support of the government and public free schools, and to provide a special tax for pensions, as authorized by section 189 of the Constitution," approved April 16, 1903, for failure to make the report required under that section for the year ending June 30, 1912.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)
Newport News and York River Transportation Company,

ORDER OF OCTOBER 22, 1912.

At the request of counsel for the defendant corporation this case is continued generally.

CASE No. 340.

CITY OF RICHMOND, *September 12, 1912.*

A rule is hereby awarded against

Chowan Water Power Corporation,

returnable at the court room of the State Corporation Commission in the Capitol building, city of Richmond, Virginia, at ten o'clock A. M., Tuesday, the twenty-second day of October, 1912, requiring it to show cause, if any it can, why it should not be fined under the act entitled, "An act to require all water companies, heat, light and power companies and gas companies to pay a franchise tax, a property tax, and to furnish certain reports to the State Corporation Commission," approved February 26, 1910, for failure to make the report required under the said act for the year ending June 30, 1912.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)
Chowan Water and Power Corporation.

ORDER OF OCTOBER 25, 1912.

It appearing to the Commission that no part of the capital stock of the defendant corporation has been paid, and that the business for which it was incorporated has not been begun, and that it has surrendered all rights and franchises granted by its charter:

Therefore, it is ordered that the rule awarded against the Chowan Water and Power Corporation on the 12th day of September, 1912, be dismissed.

CASE No. 341.

In the matter of petition of Virginia and Tennessee Telephone Company for an increase of its rates at Roanoke.

ORDER OF SEPTEMBER 27, 1912.

This day came the Virginia and Tennessee Telephone Company, by its attorney, and filed its petition praying for an increase in its rates in the city of Roanoke and vicinity; whereupon came the Chamber of Commerce of Roanoke, Virginia, and the Retail Merchants Association of Roanoke, Virginia, by their attorneys, and asked leave to be made parties defendant in this proceeding, which leave is hereby granted, and leave is given the said defendants to file their demurrer and answer to the petition within ten days from this date; and leave is also given the petitioner to file its replication thereto within ten days from the date such answer is filed.

All other questions are reserved.

ORDER OF OCTOBER 8, 1912.

This day came the defendants, the Chamber of Commerce of Roanoke, Virginia, and the Retail Merchants Association of Roanoke, Virginia, and filed their joint and separate demurrer to the petition.

ORDER OF OCTOBER 29, 1912.

This day came the parties by their attorneys, and thereupon, on motion of the petitioner, leave is given it to file an amendment to its petition as it may be advised on or before November 15, 1912.

All other questions are reserved.

ORDER OF NOVEMBER 15, 1912.

This day came the petitioner, the Virginia and Tennessee Telephone Company, and filed its amended petition, pursuant to the leave granted by the Commission by the order entered on the 29th day of October, 1912.

ORDER OF DECEMBER 4, 1912.

This day came the Chamber of Commerce of Roanoke, Virginia and the Retail Merchants Association of Roanoke, Virginia, and filed their joint and separate answer to the original and amended petition. By consent of parties this proceeding is continued generally.

All other questions are reserved.

CASE No. 342.

Commonwealth of Virginia, at the relation of J. B. Dowden,
vs.

*Richmond and Rappahannock River Railway Company and
Virginia Railway and Power Company.*

ORDER OF SEPTEMBER 30, 1912.

The petition of the Commonwealth of Virginia, at the relation of J. B. Dowden, against Richmond and Rappahannock River Railway Company and the Virginia Railway and Power Company, having been this day filed, it is hereby ordered that the defendant corporations be summoned to appear and answer the same on or before ten o'clock A. M. on Wednesday, the sixteenth day of October, 1912, at the court room of the State Corporation Commission in the city of Richmond, Virginia, and that a copy of this order, together with a copy of said petition, be forthwith served upon the said defendant corporations as a notice of the allegations and complaints contained therein, and of the purpose of the Commission to consider the same and to enter such rules, orders, and regulations as may be just, and also as a writ or summons, according to law.

ORDER OF OCTOBER 16, 1912.

This day came the parties by their attorneys, and thereupon, on motion of the petitioner, leave is given to file an amendment to the original petition and the same is accordingly this day filed. Upon motion of the defendant companies leave is given them to answer the petition as amended as they may be advised.

All other questions are reserved.

ORDER OF NOVEMBER 1, 1912.

This day came the Richmond and Rappahannock River Railway Company, by its attorney, and filed its answer to the petition.

ORDER OF NOVEMBER 6, 1912.

This day came the Virginia Railway and Power Company and filed its answer to the petition.

ORDER OF NOVEMBER 8, 1912.

This day came the parties, by their attorneys, and the evidence having been fully submitted and the arguments of counsel partly heard, the proceeding is continued until to-morrow.

ORDER OF NOVEMBER 9, 1912.

This day came again the parties, by their attorneys, and the argument having been fully concluded and the case submitted, the Commission takes time to consider of its judgment and the order to be entered herein.

All other questions are reserved.

CASE No. 343.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs.

Carolina, Clinchfield and Ohio Railway and
Virginia and Southwestern Railway Company.

Stations Facilities at Speers Ferry.

ORDER OF NOVEMBER 26, 1912.

It having been suggested that the station facilities of the Carolina, Clinchfield and Ohio Railway and the Virginia and Southwestern Railway Company at Speers Ferry, Virginia, in the county of Scott, are inadequate and insufficient, it is hereby ordered that the defendant corporations be summoned to appear before the Commission at Richmond, Virginia, on or before ten o'clock A. M., on Wednesday, the eleventh day of December, 1912, to answer such suggestion; and that a copy of this order be forthwith served

upon said defendant corporations, as a notice of such suggestion, and of the purpose of the Commission to consider the same, and to enter such rules, orders, and regulations as may be just, and also as a writ or summons, according to law.

CASE No. 344.

Western Union Telegraph Company,

vs.

Louisville and Nashville Railroad Company.

Petition for leave to condemn land in the counties of Lee and Wise.

ORDER OF NOVEMBER 26, 1912.

The petition of the Western Union Telegraph Company against Louisville and Nashville Railroad Company, having been this day filed, it is hereby ordered that the defendant corporation be summoned to appear and answer the same on or before ten o'clock A. M., on Tuesday, the tenth day of December, 1912, at the court room of the State Corporation Commission, in the city of Richmond, Virginia, and that a copy of this order, together with a copy of said petition, be forthwith served upon the said defendant corporation as a notice of the allegations and complaints contained therein, and of the purpose of the Commission to consider the same and to enter such rules, orders and regulations as may be just, and also as a writ or summons, according to law.

ORDER OF DECEMBER 4, 1912.

By consent of the petitioner the time within which the defendant, Louisville and Nashville Railroad Company, may file its answer is extended for thirty (30) days from the tenth day of December, 1912. Such answer, when filed, to be of the same force and effect as if filed on or before that date.

All other questions are reserved.

CASE No. 345.

In the matter of application of Mill Mountain Incline, Incorporated, to increase its maximum passenger rate.

ORDER OF NOVEMBER 27, 1912.

Upon the application of Mill Mountain Incline, Incorporated, and for reasons deemed sufficient by the Commission, it is ordered that permission be, and is, hereby granted to Mill Mountain Incline, Incorporated, to charge a maximum fare of fifty (50) cents per passenger for the round trip from its station at the base of Mill Mountain to its station at the top of Mill Mountain, in the County of Roanoke.

CASE No. 346.

CITY OF RICHMOND, *November 30, 1912.*

A rule is hereby awarded against

Valdez-Yukon Railroad Company,

returnable at Richmond, Virginia, at ten o'clock A. M., Wednesday, the eighth day of January, 1913, requiring it to show cause, if any it can, why it should not be fined for its failure to make report as a railroad not yet engaged in business required by the Commission for the year ending June 30, 1912.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)

Valdez-Yukon Railroad Company.

ORDER OF JANUARY 8, 1913.

The defendant, upon whom process has been duly served, came not, and it appearing that the required report has not yet been filed with the Commission, therefore, it is considered by the Commission that the Valdez-Yukon Railroad Company render unto the Commonwealth of Virginia a fine of twenty-five (\$25.00) dollars and costs incident to this proceeding, and unless the same shall be paid to the clerk of the Commission within sixty days from this date that execution of *fieri facias* issue therefor, according to law.

CASE No. 347.

CITY OF RICHMOND, *November 30, 1912.*

A rule is hereby awarded against

The Norfolk, Suffolk and Smithfield Railroad Company.

returnable at Richmond, Virginia, at ten o'clock A. M., Wednesday, the eighth day of January, 1913, requiring it to show cause, if any it can, why it should not be fined for its failure to make report as a railroad not yet engaged in business required by the Commission for the year ending June 30, 1912.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)

The Norfolk, Suffolk and Smithfield Railroad Company.

ORDER OF JANUARY 8, 1913.

The defendant, upon whom process has been duly served, came not, and it appearing that the required report has not yet been filed with the Commission, therefore, it is considered by the Commission that The Norfolk,

Suffolk and Smithfield Railroad Company render unto the Commonwealth of Virginia a fine of twenty-five (\$25.00) dollars and costs incident to this proceeding, and unless the same shall be paid to the clerk of the Commission within sixty days from this date that execution of *fieri facias* issue therefor, according to law.

CASE No. 348.

CITY OF RICHMOND, *November 30, 1912.*

A rule is hereby awarded against

Holston River and Eastern Railway Company,

returnable at Richmond, Virginia, at ten o'clock A. M., Wednesday, the eighth day of January, 1913, requiring it to show cause, if any it can, why it should not be fined for its failure to make report as a railroad not yet engaged in business required by the Commission for the year ending June 30, 1912.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)

Holston River and Eastern Railway Company.

ORDER OF JANUARY 8, 1913.

It is ordered that the rule awarded against the Holston River and Eastern Railway Company on the 30th day of November, 1912, be dismissed at the cost of the defendant.

CASE No. 349.

*Commonwealth of Virginia, at the relation of James Bellwood, A. W. Bensley
Peter C. Warwick, Jr. and W. B. Davie,*
vs.

Seaboard Air Line Railway, and Virginia Railway and Power Company.

ORDER OF DECEMBER 6, 1912.

The petition of the Commonwealth of Virginia, at the relation of James Bellwood, A. W. Bensley, Peter C. Warwick, Jr., and W. B. Davie, against the Seaboard Air Line Railway and the Virginia Railway and Power Company, having been this day filed, it is hereby ordered that the defendant corporations be summoned to appear and answer the same on or before ten o'clock A. M., on Thursday, the nineteenth day of December, 1912, at the court room of the State Corporation Commission in the city of Richmond, Virginia,

and that a copy of this order, together with a copy of said petition, be forthwith served upon each of the said defendant corporations as a notice of the allegations and complaints contained therein, and of the purpose of the Commission to consider the same and to enter such rules, orders, and regulations as may be just, and also as a writ or summons, according to law.

ORDER OF DECEMBER 18, 1912.

By consent of the petitioners the time within which the defendant corporations, the Seaboard Air Line Railway and the Virginia Railway and Power Company, may file their answers is extended until the fifteenth day of January, 1913. Such answers, when filed, to be of the same force and effect as if now filed.

All other questions are reserved.

MISCELLANEOUS ORDERS.

Direction suit in equity for the appointment of a receiver, for Bank of Kinsale, Incorporated, Kinsale, Virginia.

ORDER OF OCTOBER 1, 1912.

It appearing to the Commission that the Bank of Kinsale, Incorporated, of Kinsale, Virginia, has failed to comply with the order entered on the twenty-ninth day of August, 1911, that the banking laws of this State are not being fully observed by said bank, and that its capital is still impaired; and the notice required by law having been given, and the Commission being of the opinion that for the protection of the public interest application should be made to the court having jurisdiction, for the appointment of a receiver to take charge of the business affairs and assets of said institution, and to wind up its affairs; it is therefore ordered that C. Harding Walker, an attorney at law, proceed forthwith, in the name of the State Corporation Commission, to institute a suit in equity in the circuit court of Westmoreland county for the appointment of such receiver in accordance with the statute in such case made and provided.

Authorizing Commissioner of Insurance to proceed against the Modern Workmen of the World.

ORDER OF OCTOBER 7, 1912.

This day came Joseph Button, the Commissioner of Insurance of the Commonwealth of Virginia, and suggested to the Commission that the Modern Workmen of the World, a fraternal order incorporated under the laws of Virginia, did on January 25, 1911, by contract of re-insurance or otherwise, transfer its entire property and business to the Royal Life Insurance Company, a corporation created under the laws of the District of Columbia, without first having obtained the written approval of the said Joseph Button,

commissioner, and that the further transaction of business by the said Modern Workmen of the World will be hazardous to its certificate holders, its creditors and the public, it is ordered that permission be and is hereby given to Joseph Button, Commissioner of Insurance, to proceed against the said Modern Workmen of the World in the circuit court of the city of Richmond, in accordance with the provisions of an act entitled "an act in relation to proceeding against and the liquidation of delinquent insurance companies." approved February 29, 1912.

CHARTERS REVOKED AND ANNULLED.

CITY OF RICHMOND, 24th day of June, 1912.

The following corporations having failed for two successive years to pay the annual registration fees due by such several corporations, after having been duly assessed therefor for the years 1910 and 1911, and such failure having continued for ninety days after the expiration of such two years, by operation of the Constitution and laws of the Commonwealth of Virginia, the charters of such domestic corporations and the certificates of authority to do business in Virginia of such foreign corporations, are revoked and annulled, and the fact of such revocation and annulment is by the State Corporation Commission hereby ordered to be published once a week for four consecutive weeks, in a daily newspaper published in the city of Richmond, Virginia.

DOMESTIC CORPORATIONS.

NAME.	LOCATION.	DATE INCORPORATED.
Acca Stock Farm, Incorporated.....	Richmond, Va.....	October 29, 1906.
Accomack Traction and Power Company, The.....	Onancock, Va.....	April 12, 1907.
Aeme Building Corporation.....	Roanoke, Va.....	November 5, 1908.
Adjustment & Audit Company, Incorporated, The.....	Norfolk, Va.....	October 20, 1908.
Aerial Amusement Company, Incorporated, The.....	Roanoke, Va.....	July 28, 1908.
Ainslie Carriage Company.....	Richmond, Va.....	February 5, 1902.
Air Line Land Company.....	Portsmouth, Va.....	December 3, 1898.
Albemarle Grocery Company, Incorporated.....	Charlottesville, Va.....	January 4, 1909.
Albemarle Orchard Company.....	Charlottesville, Va.....	February 20, 1900.
Albemarle Rapid Motor Transfer Company, Incorporated.....	Charlottesville, Va.....	December 1, 1909.
Alexandria Social Club.....	Alexandria, Va.....	November 24, 1903.
Allen and Keppler, Incorporated.....	Richmond, Va.....	March 6, 1908.
American Piano Player Company, Incorporated.....	Norfolk, Va.....	March 20, 1908.
American Pipe Lining Corporation.....	Norfolk, Va.....	May 4, 1909.
Anacostia Real Estate Company, Incorporated, of the District of Columbia.....	Ballston, Va.....	April 10, 1909.
Anderson Decorating Company, Incorporated, The.....	Norfolk, Va.....	September 14, 1909.
Annex Company, Incorporated.....	Norfolk, Va.....	April 25, 1907.
Appalachia Printing Company, Incorporated, The.....	Appalachia, Va.....	February 10, 1909.
Appomattox Shirt and Overall Company, Incorporated.....	Petersburg, Va.....	April 23, 1906.
Arcade Cafe Corporation.....	Norfolk, Va.....	October 5, 1909.
Arcade Novelty Company, Incorporated.....	Norfolk, Va.....	August 5, 1909.
Artesian Mineral Water Company, Incorporated.....	Smithfield, Va.....	January 3, 1908.
Ashburn Brothers Shirt Manufacturing Co., Incorporated of Virginia.....	Franklin, Va.....	September 27, 1909.
Ashby Cotton Mill Company, Incorporated, The.....	Emporia, Va.....	January 4, 1904.
Atlantic Liquor Company, Incorporated, The.....	Norfolk, Va.....	July 30, 1909.
Augusta Manufacturing Company, Incorporated.....	Craigsville, Va.....	March 16, 1909.
Automatic Safety Machine Corporation.....	Norfolk, Va.....	February 2, 1909.
Automobile Wheel Company, Incorporated.....	Richmond, Va.....	May 7, 1909.
Ballston Athletic Association, Incorporated, The.....	Ballston, Va.....	January 13, 1909.
Baltimore Dental Association, Incorporated.....	Roanoke, Va.....	August 12, 1909.
Barnwell Amusement Company, Incorporated.....	Pulaski, Va.....	June 7, 1909.
Barrowman Coal Corporation.....	Banner, Va.....	November 20, 1908.
Beach Shore Land Corporation.....	Norfolk, Va.....	April 8, 1909.
Bedford Saloon, Incorporated, The.....	Roanoke, Va.....	April 29, 1909.
Benevolent Association of Black Men of America.....	Portsmouth, Va.....	November 1, 1905.
Bennett Ferry Company, The.....	Norfolk, Va.....	June 24, 1899.
Berkley Novelty Corporation.....	Norfolk, Va.....	June 22, 1908.
Black Mountain Railway Company.....	Bristol, Va.....	June 26, 1903.
Blackstone Planters Warehouse Company, Incorporated.....	Blackstone, Va.....	May 20, 1909.
Blue Ridge Investment Co., Incorporated.....	Roanoke, Va.....	March 31, 1909.
Botetourt Tramway Company, Incorporated.....	Botetourt County, Va.....	January 24, 1908.
Boykins Repair Company, Incorporated.....	Boykins, Va.....	February 16, 1909.
Bristol Suit and Millinery Company, Incorporated, The.....	Bristol, Va.....	October 9, 1908.
Brobst, Walter, Incorporated.....	Newport News, Va.....	March 22, 1909.
Brooke Avenue Realty Corporation.....	Norfolk, Va.....	April 7, 1906.
Brotherhood Grocery Company, Incorporated.....	Roanoke, Va.....	June 14, 1907.

Brush Mt. Anthracite Corporation, The	Richmond, Va.	February 26, 1909.
Building and Supply Corporation	Harrisonburg, Va.	November 21, 1904.
Burdette Trading Company, Incorporated	Burdette, Va.	May 11, 1907.
Burkeville Hardware Corporation	Burkeville, Va.	June 7, 1909.
Burkeville Wire Corporation, (formerly Droege Brothers and Company, Incorporated)	Burkeville, Va.	December 12, 1906.
Butter Store, Incorporated, The	Newport News, Va.	July 25, 1906.
Carpenter Woolen Mills Company, Incorporated	Clifton Forge, Va.	April 6, 1905.
Casteel, Jones & Co., Incorporated	Roanoke, Va.	August 5, 1909.
Cerinthian Company, Incorporated, The	Appalachia, Va.	March 9, 1909.
Chapman Iron, Coal & Coke Company, Incorporated	Covington, Va.	May 3, 1909.
Charlotte-Banking and Insurance Company	Marysville, Va.	October 10, 1872.
Charlottesville Baseball Association, Incorporated	Charlottesville, Va.	June 17, 1908.
Cheeseman Chemical Co., Incorporated	Alexandria, Va.	February 18, 1905.
Chester Lumber Company, The	Chester, Va.	September 29, 1906.
Children's Novelty Company, Incorporated, The	West Falls Church, Va.	August 12, 1909.
Chimborazo Sanatorium, Incorporated	Richmond, Va.	October 29, 1909.
City Coal Company, of Richmond, Incorporated	Richmond, Va.	March 27, 1905.
Clarke's, Incorporated	Norfolk, Va.	April 23, 1909.
Cogswell Bros., Incorporated	Alexandria, Va.	April 5, 1909.
Colored State Fair Association, Incorporated, The	Richmond, Va.	December 7, 1909.
Cool Springs Distilling Company, Incorporated	Shuff, Va.	July 19, 1907.
Co-operative Realty Company, The	Norfolk, Va.	February 24, 1902.
Copeland, M. G., Company	Richmond, Va.	May 5, 1902.
Council Produce Company, The	Newport News, Va.	February 16, 1909.
Courier Corporation	Blackstone, Va.	November 5, 1909.
Crenshaw, L. G., & Company, Incorporated	Richmond, Va.	April 28, 1909.
Culpeper News, Incorporated	Culpeper, Va.	February 26, 1909.
Daturol Drug Corporation, The	Norfolk, Va.	March 19, 1907.
DeHoff Company, Incorporated, The	Norfolk, Va.	October 27, 1908.
De Soto Naval Stores Company, Incorporated	Lynchburg, Va.	May 31, 1907.
Dickinson-Lipcomb Company, Incorporated	Norfolk, Va.	January 26, 1909.
Diggs Ice Cream Manufacturing Company, Incorporated	Norfolk, Va.	October 29, 1909.
Dillard & Harty, Incorporated (formerly Dillard & Floyd, Incorporated)	Richmond, Va.	December 23, 1907.
Dixie Ice Machine Company, Incorporated	Richmond, Va.	April 28, 1909.
East Tennessee Mining and Development Company	Bristol, Va.	May 10, 1902.
Eastern Preserving & Canning Corporation	Harrisonburg, Va.	April 28, 1909.
Ebbitt Drug Company, Incorporated	Alexandria, Va.	April 14, 1909.
Eddy Press Corporation, The	Winchester, Va.	January 5, 1905.
Edinburg Spoke and Bending Works, Incorporated, The	Edinburg, Va.	August 2, 1907.
Eggleston Springs Co., Incorporated	Eggleston, Va.	September 13, 1907.
Electric Supply Company, Incorporated	Richmond, Va.	September 14, 1909.
Empire Department Store Company, Incorporated, The (formerly Pitzer Department Store Company, Incorporated, The)	Bristol, Va.	August 10, 1905.
Emporia Cotton Mills, Incorporated	Emporia, Va.	June 2, 1905.
Emporia Grocery Company, Incorporated	Emporia, Va.	May 16, 1907.
English, Umstattd & Akers, Incorporated	Bristol, Va.	August 27, 1909.
Eskridge (Guy W.) Company, Incorporated	Richmond, Va.	November 27, 1908.
Excelsior Coal and Lumber Corporation	Richmond, Va.	July 21, 1905.
Fairfax Realty Corporation	Norfolk, Va.	November 18, 1908.
Fairmount Land Company, The	Richmond, Va.	January 16, 1891.
Fairview Male and Female Academy	Fairview, Va.	February 9, 1903.
Fallin (P. C.) & Company, Incorporated	Bristol, Va.	December 28, 1909.
Fallsburg Power and Manufacturing Company	Esmont, Va.	February 17, 1900.
Famous Clothing Company, Incorporated, The	Alexandria, Va.	June 11, 1909.
Farmers Loan & Trust Company Bank, Incorporated (formerly Bankers Trust Company, Incorporated)	Chester, Va.	March 7, 1907.
Farmers Produce and Supply Corporation	Cape Charles, Va.	December 8, 1908.
Faulkner and Warriner Company, Incorporated (formerly E. T. Faulkner Company)	Richmond, Va.	October 24, 1902.
Feild Plumbing and Heating Company, Incorporated	Richmond, Va.	October 23, 1909.
Fellers Stone Company, Incorporated	Roanoke, Va.	October 11, 1907.
Fine (I. S.) Corporation, The	Norfolk, Va.	April 21, 1909.
Firor Baking Company, Incorporated	Alexandria, Va.	April 21, 1909.
Forestville Cheese Company, Incorporated	Forestville, Va.	July 17, 1907.
Franklin Academy Company	Franklin, Va.	September 4, 1890.
Franklin Land Corporation	Franklin, Va.	June 13, 1904.
Franklin Realty Company, Incorporated	Richmond, Va.	September 24, 1908.
Fredericksburg Athletic Association, Incorporated, The	Fredericksburg, Va.	February 24, 1909.
Gaiety Amusement Company, Incorporated	Richmond, Va.	June 2, 1908.
Galax High School Corporation	Galax, Va.	May 28, 1906.
Garnett (H. J.) Printing Company, Incorporated	Norfolk, Va.	July 23, 1909.
Gilbert Packing Co., Incorporated, The	Kinsale, Va.	June 8, 1909.
Giles County Electric Railway Company	Pearisburg, Va.	May 18, 1906.
Glendale Development Corporation	Norfolk, Va.	July 13, 1909.
Globe, Incorporated, The	Graham, Va.	November 19, 1907.
Goddin Supply Company, Incorporated	Richmond, Va.	July 14, 1904.
Gold Belt Land Company, Incorporated, The	Goldvein, Va.	September 23, 1909.
Goodman Company, Incorporated, The	Roanoke, Va.	October 29, 1909.
Goodridge, H. B., Company (formerly Woodward & Goodridge Co.)	Norfolk, Va.	October 5, 1893.
Granby-Grafton Company, Incorporated, The	Norfolk, Va.	February 8, 1907.

Grand Lodge of the United Order of Seven Wise Men of America, Incorporated	Norfolk, Va.	September 29, 1903.
Grand United Order of the Sons & Daughters of Promise, The	Norfolk, Va.	April 2, 1909
Grasberger Drop Trolley Company, Incorporated	Richmond, Va.	June 19, 1905.
Green County Register Company, Incorporated. The	Stanardsville, Va.	September 5, 1903.
Gunter Sewing Machine Corporation	Norfolk, Va.	January 10, 1908.
Hall, Collier & Co., Incorporated	Champlain, Va.	November 24, 1909.
Halstead-Bray Furniture Co., Incorporated	Norfolk, Va.	May 24, 1909.
Hampton Roads Cutlery Corporation	Norfolk, Va.	May 5, 1909.
Hancock-Harvey Company, Incorporated (formerly Commercial Printing Company Incorporated)	Lynchburg, Va.	March 19, 1906.
Haynes T. H., Company, Incorporated	Bristol, Va.	October 8, 1909.
Heany Distributing Company, Incorporated	Alexandria, Va.	June 4, 1909.
Helm-Brewer Electric Company, Incorporated (formerly Hunter, Brewer & Company, Incorporated, formerly Hunter-Brewer Electric Co., Incorporated)	Roanoke, Va.	February 8, 1906.
Henley Carriage Co., Incorporated	Lynchburg, Va.	October 8, 1909.
Henrico Realty, Incorporated	Richmond, Va.	September 16, 1909.
Herbertson Lumber Company, Incorporated, The	Richmond, Va.	May 9, 1907.
Herndon, Wm. M. & Co., Incorporated	Norfolk, Va.	June 7, 1909.
Hertzel, Dr., Hebrew School and Association, Incorporated	Richmond, Va.	July 20, 1908.
Hoffer Brothers Incorporated	Norfolk, Va.	September 10, 1909.
Holbrook Corporation	Norfolk, Va.	March 31, 1909.
Holston Oil and Gas Company, Incorporated	Bristol, Va.	May 18, 1909.
Houseman Printing Company, Incorporated	Richmond, Va.	December 13, 1909.
Hurt, J. F., Insurance Agency, Incorporated, The	Tazewell, Va.	October 3, 1905.
Ideal Ice Cream Company, Incorporated	Norfolk, Va.	December 9, 1909.
Imperial Realty Corporation	Norfolk, Va.	October 29, 1909.
Independent Grand United Order Household of Queen Esther, The	Salem, Va.	February 12, 1908.
Ingles Jellico Coal Company, Incorporated (formerly Charlington Coal Corporation)	Christiansburg, Va.	May 20, 1907.
Interstate Construction Corporation	Richmond, Va.	March 22, 1909.
Interstate Insurance Underwriters Company, Incorporated	Norfolk, Va.	April 6, 1907.
Interstate School of Commerce, Incorporated, The	Rosslyn, Va.	September 14, 1909.
Ironville Sanatorium	Ironville, Va.	March 16, 1909.
Irvine Coal Company, Incorporated	Big Stone Gap, Va.	September 4, 1907.
Jackson Telephone and Telegraph Company	Bumpass, Va.	April 24, 1906.
Jamestown Cafe, Incorporated	Norfolk, Va.	January 28, 1909.
Johannesburg Ice Manufacturing and Cold Storage Company, The	Winchester, Va.	January 6, 1897.
Johnson, G. R., Lumber Co., Incorporated	Norfolk, Va.	July 20, 1909.
Jones Auction Company, Incorporated	Norfolk, Va.	April 28, 1909.
Jones, C. H., Investment Company, Incorporated	Hampton, Va.	May 27, 1907.
Jonesboro Industrial and Agricultural Academy, The	Richmond, Va.	July 17, 1908.
Jute Products Corporation, The	Norfolk, Va.	February 12, 1909.
Kanawha Lumber Corporation	Leesburg, Va.	January 26, 1906.
Keeling Commission Company, Incorporated	Norfolk, Va.	January 8, 1909.
Keiley Correspondence Corporation	Norfolk, Va.	May 11, 1909.
Kenbridge Development Company, Incorporated	Kenbridge, Va.	February 5, 1909.
Keysville Mills, Incorporated	Keysville, Va.	April 3, 1906.
Kimball Hotel Corporation	Ocean View, Va.	April 26, 1909.
Knickerbocker Amusement Corporation	Richmond, Va.	April 6, 1909.
Land and Loan Company	Winchester, Va.	April 2, 1902.
Lankford, S. H., Incorporated	Franklin, Va.	April 30, 1908.
Lawrence & Company, Incorporated	Norfolk, Va.	October 21, 1908.
Leer Sales Company, Incorporated	Richmond, Va.	February 24, 1909.
Leesburg Realty Corporation, The	Leesburg, Va.	July 27, 1909.
Lester Park Amusement Corporation	Norfolk County, Va.	February 28, 1905.
Lillard, S. B., Company, The	Culpeper, Va.	July 17, 1897.
Locke Coal Company	Alexandria, Va.	May 21, 1901.
Lorraine Development Company, Incorporated, The	Norfolk, Va.	October 6, 1909.
Loudoun Lumber Company, Incorporated, The	Leesburg, Va.	January 5, 1907.
Louisa Mines Corporation	Norfolk, Va.	July 15, 1909.
Lown, S. R., & Son, Incorporated	South Norfolk, Va.	September 17, 1909.
Loyd Lumber Company, Incorporated, The	Clarksville, Va.	May 29, 1907.
Luray Seminary, Incorporated	Luray, Va.	May 9, 1907.
Lynchburg Paper Box Company, Incorporated	Lynchburg, Va.	March 8, 1909.
Machen Bros. Company	Norfolk, Va.	June 5, 1899.
Manchester Fuel Company, Incorporated	Manchester, Va.	November 13, 1908.
Manchester Paper-Twine Company, The	Manchester, Va.	June 1, 1891.
Martin Grocery Company, Incorporated	Henrico County, Va.	August 3, 1909.
Maximus Metals Corporation	High Hill, Va.	January 25, 1909.
Mayhew, C. V., Company, Incorporated	Norfolk, Va.	November 11, 1909.
Mayo Salvage Corporation	Richmond, Va.	May 25, 1909.
Merchants and Manufacturers Association, Incorporated	Clarendon, Va.	February 24, 1909.
Merchants and Truckers Bank, Incorporated, The	Suffolk, Va.	August 1, 1906.
Metropolitan Realty Corporation	Norfolk, Va.	December 21, 1906.
Midget Publishing Company, Incorporated	Winchester, Va.	November 24, 1909.
Mobjack Fish and Oil Company, Incorporated, The	Mobjack, Va.	December 20, 1909.
Montgomery Traction Company	Christiansburg, Va.	October 27, 1906.
Morris, Abbott and Company, Incorporated	Norfolk, Va.	April 25, 1907.

Mount Pleasant Baking Corporation.....	Rosslyn, Va.....	December 28, 1908.
Mutual Benefit Society of Washington, D. C., Incorporated, The.....	Alexandria, Va.....	December 4, 1905.
Mutual Home Union, Incorporated.....	Richmond, Va.....	May 10, 1905.
Nadeau Kaolin Putty Corporation of Norfolk, Virginia.....	Norfolk, Va.....	October 23, 1909.
Naked Creek Mining Corporation.....	Shenandoah, Va.....	March 15, 1909.
Narrows Hardware Co., Incorporated.....	Narrows, Va.....	March 11, 1909.
Narrows Lumber & Manufacturing Company, Incorporated, The.....	Narrows, Va.....	November 9, 1908.
National Amusement Company, Incorporated.....	Roanoke, Va.....	February 25, 1909.
National Athletic Association of Richmond.....	Richmond, Va.....	March 4, 1903.
National Capital Securities Company, Incorporated.....	Alexandria, Va.....	December 20, 1909.
National Home Purchasing Association, Incorporated, The.....	Richmond, Va.....	November 4, 1908.
National Industrial History Publishing Co., Incorporated, The.....	Richmond, Va.....	October 15, 1909.
National Mercantile Company, Incorporated.....	Richmond, Va.....	November 5, 1909.
National Motion Picture Magazine Company, Incorporated.....	Alexandria, Va.....	September 23, 1909.
National Photograph Studio, Incorporated, The.....	Richmond, Va.....	March 27, 1908.
National Refrigerating Company, Incorporated, The.....	Alexandria, Va.....	July 9, 1909.
National Sick and Accident Benefit Association, The.....	Falls Church, Va.....	February 9, 1906.
New York Amusement Company, Incorporated.....	Roanoke, Va.....	June 8, 1906.
Newport News Amusement Corporation, The.....	Newport News, Va.....	March 27, 1906.
Newton Floral Corporation.....	Norfolk, Va.....	December 20, 1909.
Norfolk Brokerage Company, Incorporated.....	Norfolk, Va.....	November 1, 1909.
Norfolk Industrial Association, Incorporated, The.....	Norfolk, Va.....	August 11, 1905.
Norfolk Iron Company, Incorporated.....	Norfolk, Va.....	July 2, 1907.
Norfolk Junk & Investment Corporation.....	Norfolk, Va.....	June 29, 1909.
Norfolk Kennel and Hunt Club, Incorporated.....	Norfolk, Va.....	July 27, 1904.
Norfolk Ladies' Tailoring Company, Incorporated, The.....	Norfolk, Va.....	October 23, 1909.
Norfolk Land Company.....	Norfolk, Va.....	March 28, 1903.
Norfolk Marine Terminal Corporation.....	Norfolk County, Va.....	March 17, 1904.
Norfolk and Ocean View Home Corporation.....	Norfolk, Va.....	November 17, 1909.
Norfolk Pile & Timber Co., Incorporated.....	Norfolk, Va.....	February 2, 1909.
Norfolk-Sewell's Point Corporation.....	Norfolk, Va.....	June 12, 1909.
Norfolk-Virginia Peanut Company, The.....	Norfolk, Va.....	March 2, 1891.
Norport Car and Locomotive Works, Incorporated.....	Norfolk, Va.....	November 8, 1906.
Norton Coca Cola Bottling Works, Incorporated.....	Norton, Va.....	February 7, 1907.
Norton Ice Company, Incorporated.....	Norton, Va.....	April 13, 1907.
Norton Realty Company, Incorporated, The.....	Norton, Va.....	March 29, 1909.
Norton Silica Brick Company, Incorporated.....	Norton, Va.....	February 8, 1904.
Novelty Amusement Corporation.....	Norfolk, Va.....	May 11, 1909.
Ocean View Holding Company, Incorporated.....	Norfolk, Va.....	September 10, 1909.
Old Dominion Mining and Milling Company, Incorporated.....	Diana Mills, Va.....	July 16, 1909.
Old Dominion Protective Association, Incorporated, The.....	Alexandria, Va.....	November 28, 1905.
Old Dominion Telephone Company, The.....	Lovettsville, Va.....	April 16, 1888.
Page Valley Telephone Company (formerly Luray and Sperryville Telephone Company).....	Luray, Va.....	November 6, 1886.
Patrick Train Controlling Corporation.....	Salem, Va.....	March 1, 1909.
Peerless Medicine Company, Incorporated.....	Petersburg, Va.....	July 25, 1907.
Pennland Lumber Company, Incorporated.....	Marion, Va.....	June 11, 1906.
People's Aid and Benefit Society, Incorporated, The.....	Croaker, Va.....	December 21, 1903.
People's Drug Company, Incorporated, The.....	Lynchburg, Va.....	April 23, 1906.
People's Industrial School, Incorporated, The.....	Clifton Forge, Va.....	December 3, 1909.
People's Shoe Store, Incorporated.....	Richmond, Va.....	December 12, 1906.
People's Steam Laundry and Pressing Company, Incorporated.....	Norfolk, Va.....	December 7, 1908.
Phillips Line.....	Petersburg, Va.....	July 15, 1908.
Piedmont Milling Company.....	Tye River, Va.....	April 21, 1902.
Pine Beach Development Corporation, The.....	Richmond, Va.....	March 2, 1909.
Pine Beach Realty Corporation.....	Norfolk, Va.....	February 13, 1906.
Pitt-Minton Company, Incorporated.....	Norfolk, Va.....	August 19, 1908.
Poarch Timber Company, Incorporated.....	Newport News, Va.....	October 11, 1909.
Pocahontas Hotel Corporation.....	Norfolk, Va.....	July 23, 1906.
Portsmouth Literary and Pleasure Club, The.....	Portsmouth, Va.....	October 4, 1894.
Postal Insurance Corporation.....	Lynchburg, Va.....	April 9, 1907.
Potomac Building and Loan Association, The.....	Alexandria, Va.....	November 12, 1896.
Princess Anne Stock Breeders Association, Incorporated.....	Lynnhaven, Va.....	November 17, 1909.
Progress Investment Corporation.....	Norfolk, Va.....	May 13, 1908.
Prophytol Dentifrice Company, Incorporated.....	Staunton, Va.....	January 10, 1906.
Providence Forge Rod and Gun Club, Incorporated.....	Richmond, Va.....	September 15, 1909.
Providence Park Co., Incorporated.....	Henrico County, Va.....	November 13, 1908.
Public Service Corporation of Virginia, The.....	Hampton, Va.....	April 28, 1906.
Public Works Construction Company, Incorporated.....	Norfolk, Va.....	May 18, 1909.
Radford Milling Company, Incorporated.....	Radford, Va.....	June 21, 1905.
Rawlings Institute.....	Charlottesville, Va.....	January 24, 1900.
Real Estate and Bonding Company, Incorporated.....	Richmond, Va.....	Sept. 2, 1909.
Rebekah Sanitarium, Incorporated.....	Roanoke, Va.....	May 18, 1905.
Regent Shoe Company, Incorporated.....	Norfolk, Va.....	September 1, 1909.
Reinschmidt-Haenni Contracting Company, Incorporated.....	Norfolk, Va.....	March 27, 1906.
Rex Company, Incorporated, The.....	Richmond, Va.....	October 11, 1905.

Richlands Coal Company, Incorporated.....	Richlands, Va.....	March 17, 1904.
Richmond Gas Appliance Corporation.....	Richmond, Va.....	February 5, 1905.
Richmond Insurance Agency, Incorporated.....	Richmond, Va.....	January 31, 1907.
Richmond Manufacturing Company, Incorporated.....	Richmond, Va.....	November 4, 1905.
Rising Sons and Daughters of Liberty, The.....	Wylliesburg, Va.....	April 5, 1905.
Rising Sun of Peace.....	Mattoax, Va.....	July 21, 1906.
Roanoke and Bent Mountain Railway Company.....	Roanoke, Va.....	July 22, 1908.
Roanoke Bowlers Association, Incorporated.....	Roanoke, Va.....	January 13, 1909.
Roanoke Horse Sales Co., Incorporated, The.....	Roanoke, Va.....	November 17, 1909.
Roanoke Land and Improvement Company.....	Big Lick, Va.....	September 15, 1881.
Roanoke Mills Manufacturing Corporation.....	Roanoke County, Va.....	March 23, 1909.
Roanoke Stamping and Enameling Company, Incorporated, The.....	Roanoke, Va.....	September 11, 1907.
Roanoke Traction Company.....	Roanoke, Va.....	March 9, 1907.
Roanoke Typewriter Exchange, Incorporated, The.....	Roanoke, Va.....	July 2, 1906.
Rogers Art Co., Incorporated, The.....	Richmond, Va.....	February 12, 1909.
Rorer Anthracite Coal Company, Incorporated, The.....	Christiansburg, Va.....	May 9, 1907.
Royal Mining Company, Incorporated.....	Front Royal, Va.....	April 13, 1909.
Ryland-Hamlett Company, Incorporated.....	Dinwiddie County, Va.....	September 25, 1907.
St. George Quick Lunch & Cafe Co., Incorporated, The.....	Norfolk, Va.....	January 15, 1908.
Sale Construction Company, Incorporated.....	Roanoke, Va.....	March 9, 1906.
Salem Land Corporation.....	Salem, Va.....	October 2, 1907.
Sands & Key, Incorporated (formerly Sands-Lawson-Key Company, Incorporated, formerly Sands-Key-Ruth Company, Incorporated), Norfolk, Va.....	Norfolk, Va.....	May 28, 1906.
Satler Boom and Lumber Company, Incorporated.....	Blackstone, Va.....	April 1, 1909.
Savings Mutual Building and Loan Association of Alexandria, The.....	Alexandria, Va.....	December 31, 1902.
Schoolfield Building and Loan Association, Incorporated, The.....	Schoolfield, Va.....	December 2, 1907.
Scott County Mineral Company, Incorporated.....	Bristol, Va.....	September 2, 1909.
Seaside Oyster Company, Incorporated.....	Oyster, Va.....	September 16, 1909.
Security and Investment Company, Incorporated.....	Norfolk, Va.....	January 25, 1907.
Security Loan and Trust Company.....	Norfolk, Va.....	March 10, 1900.
Semmes-Kelly Company, The.....	Alexandria, Va.....	May 6, 1902.
Shenandoah Mining Corporation.....	Luray, Va.....	November 13, 1906.
Shenandoah Valley Business College, Incorporated.....	Harrisonburg, Va.....	June 20, 1904.
Smyrna Land and Lumber Corporation.....	Norfolk, Va.....	February 8, 1909.
Social Twirl Company, Incorporated.....	Alexandria, Va.....	April 13, 1907.
South Boston Creamery Company, Incorporated.....	South Boston, Va.....	October 11, 1909.
South Chesapeake Beach Land Company, Incorporated.....	Rosslyn, Va.....	January 9, 1909.
Southampton Bakery, Incorporated, The.....	Franklin, Va.....	June 8, 1909.
Southampton Realty and Insurance Corporation.....	Franklin, Va.....	March 12, 1909.
Southern Carriage Works, Incorporated.....	Emporia, Va.....	November 10, 1909.
Southern Tent and Awning Company, Incorporated (formerly Norvell Awning Company, Incorporated),.....	Richmond, Va.....	March 18, 1908.
Southwest Virginia Growers Association, Incorporated.....	Norfolk, Va.....	April 26, 1909.
Spigel, S., Incorporated.....	Portsmouth, Va.....	April 13, 1909.
Spring Park Improvement Company.....	Alexandria, Va.....	July 31, 1891.
Stag Furnishing Company, Incorporated.....	Pocahontas, Va.....	October 21, 1908.
Standard Box and Lumber Company, Incorporated.....	Norfolk, Va.....	January 12, 1909.
Standard Development Corporation.....	Portsmouth, Va.....	May 14, 1908.
Standard Peanut Company, Incorporated.....	Suffolk, Va.....	December 30, 1903.
Standard Tinning and Plumbing Company, Incorporated.....	Portsmouth, Va.....	March 5, 1909.
Stanton Tanning Company, Incorporated.....	Richmond, Va.....	July 22, 1905.
Star Amusement Company, Incorporated, The.....	Lynchburg, Va.....	August 17, 1908.
State Manufacturing Company, Incorporated.....	Norfolk, Va.....	August 13, 1909.
Staunton Park Addition Company.....	Staunton, Va.....	May 20, 1890.
Stewart Fruit Co. of Newport News, Incorporated.....	Newport News, Va.....	February 4, 1908.
Stonewall Insurance Company, Incorporated, The.....	Farmville, Va.....	May 24, 1906.
Stratford Court Corporation.....	Norfolk, Va.....	March 23, 1907.
Sun-Rise Dairy Company, Incorporated.....	Norfolk County, Va.....	July 3, 1908.
Sunbury Timber Corporation.....	Richmond, Va.....	June 16, 1908.
Swivel Buggy and Wagon Company, Incorporated.....	Richmond, Va.....	September 16, 1909.
Taylor, Aiken C., Invalid Bed Corporation, The.....	Richmond, Va.....	March 31, 1909.
Taylor Store Company, Incorporated.....	Glen Allen, Va.....	June 18, 1907.
Tidewater Printing and Blank Book Company, Incorporated.....	Norfolk, Va.....	June 26, 1907.
Toliver's Cafe, Incorporated.....	Norfolk, Va.....	May 20, 1909.
Traders Credit and Collection Corporation.....	Norfolk, Va.....	January 13, 1909.
Trenton National Life Insurance Company, Incorporated (formerly Eureka Life Insurance Company, Incorporated).....	Richmond, Va.....	December 29, 1905.
Truckers' Manufacturing Company, Incorporated.....	Norfolk, Va.....	October 20, 1904.
Union Holding Corporation.....	Norfolk, Va.....	April 7, 1909.
Union Realty and Loan Company, Incorporated.....	Martinsville, Va.....	April 28, 1909.
United Concrete Machine Company, Incorporated.....	Basic City, Va.....	September 1, 1909.
United Hotel Corporation.....	Norfolk, Va.....	April 19, 1907.
United Publishing Company.....	Alexandria, Va.....	July 5, 1898.
United Typewriter Exchange, Incorporated.....	Roanoke, Va.....	July 13, 1909.
University of Richmond, The.....	Richmond, Va.....	April 30, 1907.
Victoria Publishing Company, Incorporated.....	Victoria, Va.....	March 11, 1908.
Virginia Beach Land Company, Incorporated.....	Norfolk, Va.....	October 26, 1906.
Virginia-Carolina Transportation Company, The.....	Franklin, Va.....	July 17, 1902.

Virginia Electric Company, Incorporated.....	Richmond, Va.....	November 19, 1909.
Virginia Electric Tool and Manufacturing Company, Incorporated, The.....	Petersburg, Va.....	April 7, 1905.
Virginia Electrical Engineering Company.....	Roanoke, Va.....	January 15, 1896.
Virginia Fruit Growers and Packers Association, Incorporated, The.....	Crozet, Va.....	May 29, 1908.
Virginia Granite Company, Incorporated, The.....	Richmond, Va.....	January 18, 1909.
Virginia Law-Book Agency, Incorporated.....	Roanoke, Va.....	July 14, 1909.
Virginia Pipe and Foundry Company, Incorporated.....	Richmond, Va.....	December 11, 1905.
Virginia Power Corporation.....	Staunton, Va.....	September 23, 1903.
Virginia Southeastern Railway Company.....	Bristol, Va.....	November 2, 1904.
Virginian Railway Development Corporation.....	Norfolk, Va.....	June 11, 1909.
Wakefield Investment Benevolent Co-Operative Company, Incorporated, The.....	Wakefield, Va.....	March 22, 1909.
Wakefield Manufacturing Company, Incorporated, The.....	Wakefield, Va.....	June 5, 1903.
Wallerstein Produce Company.....	Richmond, Va.....	September 3, 1898.
Walton Patent Barrel Company, Incorporated.....	Richmond, Va.....	June 28, 1909.
Warrenton Colored Horse Show Association, Incorporated, The.....	Warrenton, Va.....	February 15, 1904.
Warrenton Concrete Company, Incorporated.....	Warrenton, Va.....	February 26, 1909.
Washington Cold Storage and Ice Company, Incorporated, The.....	Alexandria, Va.....	September 13, 1906.
Washington Horse Show & Racing Association, Incorporated.....	Alexandria, Va.....	September 9, 1908.
Washington National Building and Loan Association of Washington, D. C.....	Alexandria, Va.....	March 3, 1893.
Waterlawn Investment Corporation.....	Norfolk, Va.....	August 27, 1907.
Watkins Grocery Corporation.....	Norfolk County, Va.....	January 8, 1909.
Wells Coke Oven Leveler Company, Incorporated.....	Appalachia, Va.....	July 26, 1909.
West End Club.....	Richmond, Va.....	July 23, 1903.
West Point Veneer Company, Incorporated, The.....	West Point, Va.....	November 5, 1908.
Wholesale Grocers & Tobacconists' Association of Tidewater Virginia.....	Norfolk, Va.....	June 10, 1901.
Williams, Jas. T. & Son.....	Lynchburg, Va.....	May 19, 1900.
Wilson Shook & Lumber Company, Incorporated.....	Norfolk, Va.....	July 24, 1908.
Wiltz, John F. Co., Incorporated.....	Norfolk County, Va.....	September 16, 1909.
Winchester Dry Goods Company, Incorporated, The.....	Winchester, Va.....	July 29, 1909.
Winchester Mutual Skating Rink Corporation, The.....	Winchester, Va.....	March 9, 1908.
Winola Realty Corporation.....	Norfolk, Va.....	November 24, 1909.
Wolverton Turkish-Bath Company, Incorporated.....	Richmond, Va.....	December 30, 1907.
Woman's Dressmaking and Tailoring School, Incorporated.....	Lynchburg, Va.....	August 17, 1908.
Woodstock Iron Works, Incorporated.....	Norfolk, Va.....	February 12, 1908.
Wright Horse Remedies Corporation, The.....	Richmond, Va.....	July 16, 1908.

FOREIGN CORPORATIONS.

NAME.	STATE.	AUTHORITY ISSUED.
American Paint Products Company.....	Delaware.....	December 3, 1909.
Argus Gold Mining Corporation.....	South Dakota.....	November 19, 1909.
Atlantic Dredging Company.....	Pennsylvania.....	November 26, 1907.
Cohansey Lumber Company, The.....	New Jersey.....	September 25, 1907.
Cotton Oil and Fibre Company, The.....	New Jersey.....	April 9, 1903.
Dan Valley Lumber Company.....	North Carolina.....	November 7, 1905.
East River Lumber Company.....	West Virginia.....	September 17, 1906.
Fraternal Tribunes, The.....	Illinois.....	April 9, 1904.
Hassam Paving Company.....	Massachusetts.....	April 9, 1907.
Holston National Building and Loan Association, The.....	Tennessee.....	June 7, 1900.
Jacoby, A. H. Company.....	New York.....	September 6, 1907.
McDermott Contracting Company.....	New Jersey.....	December 4, 1906.
Metallic Alloys Company.....	New York.....	February 4, 1908.
Order of Unity.....	Pennsylvania.....	September 28, 1904.
Page-Benjamin Company, Incorporated, The.....	Maryland.....	July 9, 1904.
Pinkerton Construction Company.....	New Jersey.....	November 24, 1906.
Pittsburg Mica Company.....	Delaware.....	July 23, 1907.
Porter Distillery Company.....	North Carolina.....	April 3, 1905.
St. Paul Coal & Coke Company.....	West Virginia.....	February 15, 1905.
Virginia Hard Wood Lumber Company, The.....	Pennsylvania.....	October 25, 1909.

ROBERT R. PRENTIS, *Chairman*,
WM. F. RHEA,
J. RICHARD WINGFIELD, } *Commissioners*.

Attest: R. T. WILSON, *Clerk*.

Certified to the Superintendent of Public Printing for publication once a week for four successive weeks, in a newspaper published in the City of Richmond, Virginia. The first publication to be made on Tuesday, July 2, 1912, by order of the State Corporation Commission.

Richmond, Virginia, June 24, 1912.

R. T. WILSON, *Clerk*.

CORPORATIONS DISSOLVED AND FRANCHISES SURRENDERED DURING 1912.

NAME.	LOCATION.	DATE OF DISSOLUTION.
Afro-American Aid and Endowment Order of Va., The	Richmond, Va.	January 2, 1912.
Albemarle Stove and Machine Company, Incorporated, The	Charlottesville, Va.	February 21, 1912.
Alexandria Repress Brick Machine Manufacturing Cor- poration	Alexandria, Va.	January 26, 1912.
Alleghany Pin and Bracket Company, The	Covington, Va.	October 29, 1912.
Amelia Drug Company, Incorporated	Amelia C. H., Va.	July 3, 1912.
American Cidrola Company, Incorporated	Roanoke, Va.	September 24, 1912.
Atlantic Coast Telephone Company	Suffolk, Va.	April 11, 1912.
Bank of Elba, Incorporated	Elba, Va.	June 4, 1912.
Bank of Bristol, Incorporated	Bristol, Va.	February 5, 1912.
Bank of Millboro, Incorporated, The	Millboro, Va.	November 13, 1912.
Bank Street Liquor Company, Incorporated	Petersburg, Va.	December 24, 1912.
Bentonville Milling and Manufacturing Company, Incor- porated	Bentonville, Va.	February 28, 1912.
Bluestone Realty and Insurance Corporation	Graham, Va.	February 6, 1912.
Bluestone Traction Company	Graham, Va.	April 3, 1912.
Boatwright Brothers Company	Danville, Va.	November 26, 1912.
Bon Air Company of Virginia	Richmond, Va.	March 19, 1912.
Boyd Iron Works, Incorporated	Richmond, Va.	December 24, 1912.
Brandon Realty Corporation	Norfolk, Va.	December 18, 1912.
Brillante Mines Company, Incorporated	Gordonsville, Va.	November 1, 1912.
Brittingham Furniture Company, Incorporated, The	Hampton, Va.	December 19, 1912.
Broad Street Garage, Corporated	Richmond, Va.	July 22, 1912.
Brooke-Ward Realty Corporation	Norfolk, Va.	December 18, 1912.
Brown Hardware Company, Incorporated, The	Salem, Va.	December 12, 1912.
Camm Bros. Bottling Company, Incorporated	Lynchburg, Va.	April 2, 1912.
Campbell Avenue Investment Company	Roanoke, Va.	August 16, 1912.
Campbell Company, Incorporated, The	Roanoke, Va.	July 9, 1912.
Campbell Fire Alarm Company	Alexandria, Va.	June 11, 1912.
Carolina, Virginia and Western Railway Company	Amherst, Va.	October 25, 1912.
Carpenter Concrete Company, Incorporated	Petersburg, Va.	December 24, 1912.
Central Railway of Virginia	Harrisonburg, Va.	April 25, 1912.
Chase Packing Co., C. F.	Norfolk, Va.	August 6, 1912.
Chesapeake Investment Company	Norfolk, Va.	November 15, 1912.
Chesterfield Motor Car Company, Incorporated	Richmond, Va.	February 23, 1912.
Chincoteague Drug Company	Chincoteague Island, Va.	August 14, 1912.
Chowan Water and Power Corporation	Isle of Wight County, Va.	January 23, 1912.
Christian Industrial School of Virginia, The	Port Republic, Va.	February 7, 1912.
Christiana Drug Company, Incorporated	Alexandria, Va.	March 16, 1912.
Clark Awning Company, Incorporated	Newport News, Va.	December 6, 1912.
Clifton Forge Light and Water Company	Clifton Forge, Va.	November 25, 1912.
Clifton Forge Machine and Foundry Company, Incor- porated	Clifton Forge, Va.	December 10, 1912.
Clinch and Sandy Railroad Company	Big Stone Gap, Va.	December 30, 1912.
Cline Safe and Lock Company, Incorporated	Richmond, Va.	July 3, 1912.
College Terrace Corporation	Richmond, Va.	December 23, 1912.
Colonial Hotel Corporation	Norfolk, Va.	November 15, 1912.
Combs-Denny Milling Company, Incorporated	Macraday, Va.	November 30, 1912.
Consolidated Excelsior Company, Incorporated	Fredericksburg, Va.	February 19, 1912.
Cote, Incorporated, W. J.	Norfolk, Va.	May 2, 1912.
Covington Light, Ice and Cold Storage Company	Covington, Va.	November 12, 1912.
Cox Company, Incorporated, Frank H.	Ashland, Va.	June 7, 1912.
Craig Company, R. E.	Richmond, Va.	December 31, 1912.
Craig and Haas, Incorporated	Roselyn, Va.	December 11, 1912.
Crewe Lumber and Manufacturing Company, Incor- porated	Crewe, Va.	November 1, 1912.
Crist & Doran Company, Incorporated	Roselyn, Va.	November 8, 1912.
Culpeper Horse Show and Racing Association, Incor- porated	Culpeper, Va.	March 21, 1912.
Cumberland Traction Company	Big Stone Gap, Va.	December 30, 1912.
Damascus Land Company	Damascus, Va.	July 22, 1912.
Dann Company, Incorporated, H. F.	Norfolk, Va.	April 12, 1912.
Dierdorf Piano Company, Incorporated, of Culpeper, Virginia, John, The	Culpeper, Va.	February 23, 1912.
Dillard Corporation, Horace C.	Roanoke, Va.	March 7, 1912.
Dixie Company, Incorporated, The	St. Elmo, Va.	March 2, 1912.

Dixie Cover Company, Incorporated.....	Richmond, Va.....	May 27, 1912.
Dixie Home Corporation.....	Norfolk, Va.....	May 17, 1912.
Dixon Wine & Liquor Company, Incorporated, Mack.....	Petersburg, Va.....	May 3, 1912.
Economy Separable Switch Point Company, Incorporated.....	Alexandria, Va.....	December 4, 1912.
Elba Savings Bank, Incorporated.....	Elba, Va.....	January 26, 1912.
Elizabeth River and Hampton Roads Ferry Company.....	Norfolk, Va.....	December 30, 1912.
Evington Manganese Company, Incorporated.....	Evington, Va.....	December 23, 1912.
Fairfax Operating Company, Incorporated.....	Norfolk, Va.....	March 1, 1912.
Flanary & Co., Incorporated, C. F.....	Wise, Va.....	December 27, 1912.
Fleenor Furniture Co., Incorporated.....	Lynchburg, Va.....	December 12, 1912.
Fletcher's Incorporated.....	Norfolk, Va.....	April 5, 1912.
Franklin Contracting Company, Incorporated.....	Roanoke, Va.....	November 7, 1912.
Fredericksburg Buggy Company, Incorporated.....	Fredericksburg, Va.....	December 20, 1912.
Frieden Brothers & Company, Incorporated.....	Norfolk, Va.....	November 12, 1912.
Gaines Company, Incorporated, S. S.....	Richmond, Va.....	September 9, 1912.
Garden City Heights, Incorporated.....	Richmond, Va.....	December 31, 1912.
Gochenour & Shaffer Company, Incorporated, The.....	Middletown, Va.....	December 31, 1912.
Gorman Company, Incorporated, James.....	Roanoke, Va.....	February 29, 1912.
Hanging Rock Orchard Company.....	Roanoke, Va.....	May 24, 1912.
Hansbarger-Stuart, Incorporated.....	Roanoke, Va.....	February 22, 1912.
Haynes & Co., Incorporated, John C.....	Norfolk, Va.....	January 15, 1912.
Healing Springs Company, Incorporated.....	Healing Springs, Va.....	July 8, 1912.
Henry County Canning Company, Incorporated.....	Martinsville, Va.....	December 31, 1912.
Hessberg, Son & Co., Incorporated, M. I.....	Bristol, Va.....	September 20, 1912.
Holston Laundry Company, Incorporated, The.....	Saltville, Va.....	May 17, 1912.
Home Acetylene Light Company.....	Lynchburg, Va.....	August 1, 1912.
Hopkins-Keeling Company, Incorporated, The.....	Norfolk, Va.....	August 15, 1912.
Hotel Realty Corporation.....	Norfolk, Va.....	March 1, 1912.
Hotel St. Lawrence Company, Incorporated, The.....	Bristol, Va.....	June 20, 1912.
House Rock Wheel Club.....	Danville, Va.....	February 6, 1912.
Hutt and Company, Incorporated, J. W.....	Tidwells, Va.....	September 17, 1912.
Ice, Fuel and Ginning Company, Incorporated, The.....	Chase City, Va.....	March 30, 1912.
Imperial Motor Car Company, Incorporated.....	Richmond, Va.....	October 29, 1912.
International Supply Company, Incorporated.....	Norfolk, Va.....	August 15, 1912.
Interstate Fire Insurance Company, Incorporated.....	Suffolk, Va.....	November 26, 1912.
James River Granite Corporation.....	Richmond, Va.....	December 21, 1912.
Jennings, Neff & Company, Incorporated.....	Rural Retreat, Va.....	February 14, 1912.
Kentucky Coal Land Company.....	Lynchburg, Va.....	December 30, 1912.
Kibler, Incorporated, R. D.....	Norfolk, Va.....	December 20, 1912.
Laurel Manufacturing Company, Incorporated.....	Lynchburg, Va.....	December 24, 1912.
Layman Brothers Company, Incorporated.....	New Castle, Va.....	April 15, 1912.
Lea Tobacco Storage Company, Incorporated.....	Danville, Va.....	June 4, 1912.
Leesburg and Aldie Turnpike Company, The.....	Aldie, Va.....	August 6, 1912.
Litton & Hurt Hardware Company, Incorporated.....	Norton, Va.....	February 2, 1912.
Lynch Company, Incorporated, Martin.....	Bristol, Va.....	March 28, 1912.
Lynchburg Industrial Loan Company, Incorporated.....	Lynchburg, Va.....	June 12, 1912.
Maphis Chemical Company, Incorporated.....	Strasburg, Va.....	December 17, 1912.
Marbury-Pegram Company, Incorporated.....	Norfolk, Va.....	December 30, 1912.
Margolius Company, Incorporated.....	Norfolk County, Va.....	December 6, 1912.
Marks Company, Incorporated, The.....	Roanoke, Va.....	March 7, 1912.
Martinsville Overall Manufacturing Company, Incorporated.....	Martinsville, Va.....	December 24, 1912.
Maury Corporation.....	Norfolk, Va.....	August 2, 1912.
Mechums River Canning Company.....	Mechums River, Va.....	August 14, 1912.
Midva Realty Corporation.....	South Hill, Va.....	December 30, 1912.
Montvale Poultry Farms Corporation.....	Montvale, Va.....	July 22, 1912.
Moore & Company, Incorporated, W. C.....	Suffolk, Va.....	December 27, 1912.
Mutual Protective Association of Bright Tobacco Growers, Incorporated.....	Danville, Va.....	April 11, 1912.
Myers-Turpin Construction Company, Incorporated.....	Norfolk, Va.....	February 21, 1912.
N. C. W. Tailors, Incorporated.....	Norfolk, Va.....	December 31, 1912.
National Manufacturing Company, Incorporated.....	Lynchburg, Va.....	February 10, 1912.
Norfolk Athletic Corporation.....	Norfolk, Va.....	January 12, 1912.
Norfolk Heat, Light and Power Company.....	Norfolk, Va.....	February 15, 1912.
Norfolk Shipyard Land Company.....	Norfolk, Va.....	February 28, 1912.
Norman's Incorporated.....	Norfolk, Va.....	May 15, 1912.
North Kenova Company.....	Roanoke, Va.....	June 29, 1912.
Ocean View Boating and Fishing Company, Incorporated.....	Norfolk, Va.....	October 11, 1912.
Old Belt Tobacco Storage Company, Incorporated.....	Danville, Va.....	August 1, 1912.
Old Dominion Glass Company, The.....	Alexandria, Va.....	August 6, 1912.
Orris Products Corporation.....	Richmond, Va.....	December 31, 1912.
Petersburg Banking and Trust Company.....	Petersburg, Va.....	December 31, 1912.
Pine Bluff Corporation, The.....	Richmond, Va.....	May 2, 1912.
Pocahontas Insurance Agency, Incorporated.....	Pocahontas, Va.....	February 6, 1912.
Pocahontas and Western Railroad Company.....	Roanoke, Va.....	December 23, 1912.
Pope Peanut Company, Incorporated.....	Suffolk, Va.....	November 29, 1912.
Portsmouth Wood-Working Manufacturing Company, Incorporated.....	Portsmouth, Va.....	December 31, 1912.
Powhatan Land Company, Incorporated, The.....	Manchester, Va.....	April 22, 1912.
Prince Edward Cigar Company, Incorporated, The.....	Farmville, Va.....	December 18, 1912.
Radford Trust Company.....	Radford, Va.....	August 30, 1912.
Real Estate Security Investment Corporation.....	Norfolk, Va.....	November 14, 1912.
Realty Development Company.....	Norfolk, Va.....	December 4, 1912.
Realty Investment Corporation.....	Lynchburg, Va.....	March 21, 1912.

Richmond Adjustable-Window Corporation.....	Richmond, Va.....	July 31, 1912.
Richmond Industrial Development Company.....	Richmond, Va.....	March 22, 1912.
Ripplemead Lime Company, The.....	Giles County, Va.....	March 28, 1912.
River Road Corporation.....	Richmond, Va.....	December 13, 1912.
Riverside Company.....	Roanoke, Va.....	June 29, 1912.
Roanoke Loan and Investment Company.....	Roanoke, Va.....	June 20, 1912.
Rockhouse Realty Company, Incorporated.....	Big Stone Gap, Va.....	December 31, 1912.
Rockland Milling Company.....	Rockland Mills, Va.....	June 8, 1912.
Rosentein Bros. Company, Incorporated.....	Norfolk, Va.....	December 30, 1912.
Rural Telephone Company.....	Meadow View, Va.....	March 19, 1912.
St. Luke Emporium Association, Incorporated, The.....	Richmond, Va.....	December 31, 1912.
Salem Improvement Company, The.....	Salem, Va.....	December 11, 1912.
Sampson Hardware Corporation.....	Norfolk, Va.....	February 7, 1912.
Savage Distilling Company, Incorporated.....	Kernstown, Va.....	May 18, 1912.
Seaboard Fire Insurance Company, The.....	Norfolk, Va.....	December 11, 1912.
Shenandoah Electric Company, Incorporated, The.....	Staunton, Va.....	March 21, 1912.
Silica Brick and Stone Company, Incorporated.....	Alexandria, Va.....	November 7, 1912.
Smithdeal Business College, Incorporated.....	Richmond, Va.....	December 31, 1912.
South West Virginia Motor Car Company, Incorporated.....	Pocahontas, Va.....	December 18, 1912.
Southern Building Corporation.....	Alexandria, Va.....	November 12, 1912.
Southern Debenture Corporation.....	Richmond, Va.....	February 23, 1912.
Southwest Land Company, Incorporated.....	Blackstone, Va.....	December 6, 1912.
Spotts Grocery Company, Incorporated, J. M.....	Staunton, Va.....	August 13, 1912.
Standard Brick Company.....	Norfolk, Va.....	January 5, 1912.
Standard Realty Corporation.....	Roanoke, Va.....	March 26, 1912.
Stanley Drug Company, Incorporated, The.....	Stanley, Va.....	December 21, 1912.
Sterling Brothers Company, Incorporated, The.....	Cape Charles, Va.....	October 23, 1912.
Stratford Liquor Company, Incorporated.....	Petersburg, Va.....	January 10, 1912.
Sutherland & Cherry, Incorporated.....	Richmond, Va.....	February 14, 1912.
Tappahannock City Hall Association.....	Tappahannock, Va.....	November 23, 1912.
Taylor Saloon, Incorporated, The.....	Roanoke, Va.....	July 10, 1912.
Terry & Huff's Cattle and Farming Company.....	Roanoke, Va.....	March 23, 1912.
Thornrose Fruit Farm, Incorporated.....	Waynesboro, Va.....	November 7, 1912.
Travelers Hotel Company, Incorporated.....	Lynchburg, Va.....	January 13, 1912.
Troutdale Trading Company, Incorporated.....	Troutdale, Va.....	January 11, 1912.
Truitt, Vincent & Company.....	Emporia, Va.....	April 10, 1912.
Tucker & Taliaferro Manufacturing Company, Incorporated, The.....	Gloucester, C. H. Va.....	March 26, 1912.
Turner Products Company, Incorporated.....	Norfolk, Va.....	January 11, 1912.
Turpin, Watson Company, Incorporated.....	Boydton, Va.....	December 27, 1912.
Union Coal & Coking Company, Incorporated.....	Big Stone Gap, Va.....	December 31, 1912.
United Trading Corporation.....	Norfolk, Va.....	May 16, 1912.
Virginia Capital Realty Corporation.....	Richmond, Va.....	April 3, 1912.
Virginia Carolina Land Company of Norfolk.....	Norfolk, Va.....	December 27, 1912.
Virginia Cigar Company, Incorporated.....	Harrisonburg, Va.....	February 27, 1912.
Virginia Hardwood Company, Incorporated.....	Tazewell, Va.....	November 22, 1912.
Virginia Quarries Company, Incorporated.....	Harrisonburg, Va.....	March 18, 1912.
Virginia Slate Mining Company.....	Lynchburg, Va.....	September 19, 1912.
Virginia Structural Company, Incorporated.....	Roanoke, Va.....	March 29, 1912.
Virginia Transportation Company.....	Norfolk, Va.....	December 30, 1912.
Walden, the Cleaner, Incorporated.....	Richmond, Va.....	December 31, 1912.
Waller & Company, Incorporated, B. W.....	Keller, Va.....	December 31, 1912.
Washington and Alexandria Ferry Company, Incorporated.....	Alexandria, Va.....	November 4, 1912.
Washington Building and Loan Company, Incorporated.....	Lynchburg, Va.....	June 18, 1912.
Washington Wholesale Grocery Company, Incorporated, The.....	Norfolk, Va.....	November 12, 1912.
West End Mews.....	Norfolk, Va.....	June 24, 1912.
West Point Handle Company, Incorporated.....	West Point, Va.....	November 23, 1912.
West & Withers, Incorporated.....	Suffolk, Va.....	October 12, 1912.
Westmoreland Lumber Corporation.....	Richmond, Va.....	November 7, 1912.
White Sand Company, Incorporated, The.....	Narrows, Va.....	September 26, 1912.
Wiles Land Company, Incorporated, The.....	Richmond, Va.....	February 26, 1912.
Williams-McKeithan Lumber Corporation of Virginia.....	Lynchburg, Va.....	December 23, 1912.
Williamsburg Drug Company, Incorporated, The.....	Williamsburg, Va.....	September 19, 1912.

LIST OF PROXIES AND DIRECTORS AS OF DECEMBER 31, 1912.

Appointed by State Corporation Commission for Works in
which the State Holds Stock.

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANY.

NAME	RESIDENCE	DATE OF APPOINTMENT
J. Taylor Ellyson.....	Richmond, Va.....	Director... June 29, 1910
John B. Purcell.....	Richmond, Va.....	Proxy.... June 29, 1910
E. D. Cole.....	Fredericksburg, Va....	Proxy.... June 29, 1910
James Mann.....	Norfolk, Va.....	Proxy.... June 29, 1910
W. E. Carson.....	Riverton, Va.....	Proxy.... June 29, 1910
E. V. Barley.....	Fincastle, Va.....	Proxy.... June 29, 1910
R. B. Davis.....	Petersburg, Va.....	Proxy.... June 29, 1910

BERRYVILLE TURNPIKE COMPANY.

J. E. Barrett.....	Berryville, Va.....	Director... February 7, 1911
H. W. Shepherd.....	Berryville, Va.....	Director... February 7, 1911
T. B. Hardesty.....	Berryville, Va.....	Director... February 7, 1911
Conrad Rownslar.....	Berryville, Va.....	Proxy.... February 7, 1911
Thomas D. Gold.....	Berryville, Va.....	Proxy.... February 7, 1911
James W. Foley.....	Berryville, Va.....	Proxy.... February 7, 1911
John Gaunt.....	Berryville, Va.....	Proxy.... February 7, 1911

MILLWOOD AND BERRYVILLE TURNPIKE COMPANY.

F. B. Whiting.....	Berryville, Va.....	Director... February 7, 1911
Geo. H. Levi.....	Berryville, Va.....	Director... February 7, 1911
Wm. F. Randolph.....	Millwood, Va.....	Director... February 7, 1911
George H. Burwell.....	Millwood, Va.....	Proxy.... July 22, 1912
Thomas H. Burwell.....	Millwood, Va.....	Proxy.... July 22, 1912
I. K. Briggs.....	Briggs P. O., Va.....	Proxy.... July 22, 1912.
J. R. Grigsby.....	Berryville, Va.....	Proxy.... July 22, 1912
Charles Levi.....	Briggs P. O., Va.....	Proxy.... July 22, 1912
James F. Kerfoot.....	Berryville, Va.....	Proxy.... July 22, 1912

MOUNT JACKSON AND HOWARDS LICK TURNPIKE CO.

E. L. Hammon.....	R. F. D. No. 1, Mt. Jackson, Va.....	Director... July 17, 1906
Monroe Funkhouser.....	Woodstock, Va.....	Director... July 17, 1906
Samuel H. Lowas.....	Belgrade, Va.....	Director... February 19, 1907
M. L. Walton.....	Woodstock, Va.....	Proxy.... July 17, 1906
J. G. Neff.....	Mt. Jackson, Va.....	Proxy.... July 17, 1906
H. S. Wunder.....	Mt. Jackson, Va.....	Proxy.... July 17, 1906

VALLEY TURNPIKE COMPANY.

G. H. Harrison.....	New Market, Va.....	Director... July 30, 1909
H. B. Sproul.....	Staunton, Va.....	Director... June 18, 1912
G. R. Estham.....	Keezletown, Va.....	Director... July 30, 1909
E. W. Carpenter.....	Harrisonburg, Va.....	Director... July 30, 1909

VALLEY TURNPIKE COMPANY—CONTINUED.

Wm. H. Moorman.....	Ft. Defiance, Va.....	Director...	July 30, 1909
Richard E. Byrd.....	Winchester, Va.....	Proxy.....	July 30, 1909
Robert M. Ward.....	Winchester, Va.....	Proxy.....	July 20, 1908
Edward Echols.....	Staunton, Va.....	Proxy.....	July 30, 1909
M. L. Walton.....	Woodstock, Va.....	Proxy.....	July 30, 1909
F. S. Tavenner.....	Woodstock, Va.....	Proxy.....	July 30, 1909
George B. Keezell.....	Keezletown, Va.....	Proxy.....	July 30, 1909
P. B. F. Good.....	Montevideo, Va.....	Proxy.....	July 20, 1908

WARM SPRINGS AND HARRISONBURG TURNPIKE COMPANY.

Capt. J. A. Herring.....	Bridgewater, Va.....	Director...	September 4, 1907
J. N. Wilson.....	Bridgewater, Va.....	Director...	September 4, 1907
H. J. Wise.....	Bridgewater, Va.....	Director...	September 4, 1907
D. C. Graham.....	Bridgewater, Va.....	Director...	September 4, 1907
Dr. J. G. Minor.....	Bridgewater, Va.....	Proxy.....	September 4, 1907
Jos. M. Kagey.....	Dayton, Va.....	Proxy.....	September 4, 1907
E. X. Miller.....	Bridgewater, Va.....	Proxy.....	September 4, 1907

WINCHESTER AND BERRY'S FERRY TURNPIKE CO.

R. P. Whiting.....	Boyce, Va.....	Director...	February 7, 1911
R. Gray Williams.....	Winchester, Va.....	Director...	February 7, 1911
M. L. P. Reed.....	Boyce, Va.....	Director...	February 7, 1911
J. L. Carper.....	Boyce, Va.....	Proxy.....	February 7, 1911
George B. Harrison.....	Boyce, Va.....	Proxy.....	February 7, 1911

Report of Chief Bank Examiner.

OFFICE OF THE STATE CORPORATION COMMISSION, BANKING DIVISION

CITY OF RICHMOND, *December 31, 1912.*

*To the Honorable State Corporation Commission,
Richmond, Virginia.*

SIRS:

I have the honor to transmit herewith a report of the work done by the Banking Division of the State Corporation Commission from January 1, 1912, to December 31, 1912, and beg to attach hereto statements showing the aggregate resources and liabilities of State banks on February 20, 1912, on April 18, 1912, on June 14, 1912, on September 4, 1912, and on November 26, 1912; a statement giving a list of State banks in existence on November 26, 1912, together with the names of the president and cashier of each institution, the authorized maximum and authorized minimum capital stock provided for by their charters; and a statement showing certain miscellaneous statistics relating to State banks generally, as of November 26, 1912.

In pursuance of the requirements contained in section 1169 of the Code, that each State bank in Virginia shall be examined once every twelve months, the Banking Division has made, between January 1, 1912, and December 31, 1912, a total of 266 examinations, which number comprises the examination of 244 separate and distinct banking corporations, and 22 branches.

During the calendar year of 1912, application was made to the State Corporation Commission by the following banking institutions for certificates dissolving their charters, to enable them to voluntarily retire from business; and certificates of dissolution were accordingly issued to these banks:

Bank of Bristol, Incorporated, Bristol.

Radford Trust Company, Radford.

Elba Savings Bank, Incorporated, Elba.

Bank of Elba, Incorporated, Elba.

Petersburg Banking and Trust Company, Petersburg.

And during the same period the following State banks were converted into National banking associations:

The Farmers and Merchants Banking and Trust Company, Incorporated,
of Leesburg, Virginia, Leesburg.

The New Garden Bank, Incorporated, Honaker.

Virginia State Bank, Incorporated, Danville.

The Bank of Marshall, Incorporated, Marshall.

Seaboard Bank, Incorporated, Norfolk.

During the year 1912, charters were issued to the following banks, and, after having been duly examined by me, as required by section 1155 (d) of the Code, and it having been ascertained that all the provisions of law had been

complied with, and the amount of capital required by statute paid in, the State Corporation Commission issued to each a certificate authorizing the institution to commence the banking business:

Milford State Bank, Incorporated, Milford.

The Merchants and Planters Bank of Dillwyn, Incorporated, Dillwyn.

Miners Bank of Commerce, of Coeburn, Va., Incorporated, Coeburn.

American Bank of Suffolk, Incorporated, Suffolk.

Schmelz Brothers, Bankers, Incorporated, Newport News.

The Farmers and Merchants Bank of Boone Mill, Virginia, Incorporated,
Boone Mill.

Bank of Commerce, Incorporated, Roanoke.

Richmond Trust and Savings Company, Incorporated, Richmond.

Bank of Riner, Incorporated, Riner.

Bank of Sedley, Incorporated, Sedley.

The Bank of Phenix, Incorporated, Phenix.

Sinking Creek Valley Bank, Incorporated, Newport.

The Church Hill Bank, Incorporated, Richmond.

Charters were also issued during the year 1912 to the following banking institutions, which however had not, up to the end of 1912, made application to the State Corporation Commission for a certificate of authority to commence business:

The Anglo-American Finance Corporation, Richmond.

Old Dominion Trust Company, Incorporated, Richmond.

My report for the year 1911 showed at the end of that year that there were 248 incorporated banks doing business in this State. The last call made on the banks during 1912, requiring statements of their condition on the close of business November 26, 1912, showed that there were 250 State banks doing business in Virginia, of which number seven were operated by colored persons.

The aggregate of all capital stock paid in, as shown by the statements of November 26, 1912, was \$10,817,318.52; the aggregate of the surplus funds was \$5,717,715.18; the aggregate amount reported as undivided profits, less amount paid for interest, taxes and current expenses, was \$2,166,625.02.

The aggregate of all the deposits of all the State banks in Virginia on that date was \$57,345,883.80; the aggregate of all loans and discounts was \$57,744,818.87; the aggregate of all stocks, bonds and mortgages owned by the banks was \$5,740,075.48; the aggregate value of all banking houses was \$1,811,787.53; the aggregate value of all other real estate owned by the banks was \$915,686.38; the total amount due from National banks was \$8,262,991.11, the total amount due from State banks was \$1,261,099.78; the total amount due to National banks was \$291,275.01; the total amount due to State banks was \$939,695.21 and the total amount of cash on hand was \$2,504,436.02.

The failure of the Bank of Kinsale, Incorporated, at Kinsale, in November, 1912, was the only State bank failure in Virginia during the year, and under the operation of the law which was enacted by the legislature of 1910, providing for the annual examination of every State bank, the general condition of the banks throughout the State has shown a marked improvement, thus proving the wisdom of the law requiring the examination of banks by State authority. In my opinion, this provision of law has not only been the means of more fully safeguarding the interests of the public, but also has

been of great benefit to the banks themselves, the stability of all banks, as is well known, being to a greater or less extent affected by the condition of every other bank.

During the year just ended the growth in the business of State institutions has been quite large, and a comparison of the last statement in the year 1912 with the last statement in the year 1911 shows that total deposits in State institutions have increased \$4,081,563.57; the capital stock paid in increased \$571,183.90; combined surplus and profits increased \$658,820.28; loans increased \$5,850,329.68 and total assets and liabilities increased \$16,109,913.72.

As stated in my last year's report, while the statutes now in force regarding the State's supervision of these quasi-public institutions have operated during the two years since their enactment with good results, both to the public and to the banks, yet, as is necessarily the case with all new legislation, the banking laws, as they now stand, could be greatly strengthened, and thereby made the instrument of greater benefit to Virginia's depositing public and to the banks. This could be done by amending some of the statutes enacted by the two preceding legislatures; but, in my opinion, what is of even more importance, is the enactment of statutes covering features on which the present banking laws of this State are silent. It was found necessary to incorporate into the National banking act and into the banking act of many of the States of the Union the restrictions contained in the legislation which I beg to recommend for enactment in this State.

From my experience with the operation of the banking laws as they now stand, I deem it my duty to recommend the enactment of the following provisions into law:

1. The enactment of a statute clearly defining the powers of banks and specifying the kinds of business banks may engage in and prohibiting them from engaging in any other business than that of banking, except banks having a paid up capital of two hundred thousand dollars or over, which should be permitted to do the business of a trust company, in addition to a regular banking business, if they desire. In cases where banks are authorized to do a trust company business also, it should be required that the name of the institution should contain both the words "bank" and "trust."

2. The enactment of a statute clearly specifying the powers of trust companies, and defining the nature of the business in which they shall be authorized to engage.

3. A statute to prohibit officers of banks from overdrawing their accounts, and prescribing a penalty therefor.

4. The enactment of a statute somewhat similar to the statutes in New York and other States, fixing a penalty for neglect of duty by directors in cases where banks become insolvent and directors have wilfully neglected to perform their duties as required by the statutes.

5. The enactment of a statute requiring all banks to maintain an adequate reserve. The present law is silent on this point.

6. An amendment to section 1164 of the Code, providing that the total liabilities of any corporation or person to any bank shall not exceed twenty-five per centum of its capital and surplus, excluding, in computing this twenty-five per centum, bills of exchange drawn in good faith against actual existing values, and also excluding paper secured by warehouse receipts, the actual

market value of such stored products being twenty-five per centum in excess of the amount loaned. Section 1164, as it now stands, limits one person's or concern's liability to any bank to twenty-five per centum of the capital and surplus, exclusive of bills of exchange and "commercial or business paper," but permits this twenty-five per centum to be exceeded without limit upon the adoption of a resolution signed by a majority of the board. The present statute, in my opinion, is far too lax, and places no restriction whatsoever upon the board of directors in the matter of excessive loans.

7. An amendment to section 1164 to prohibit banks from loaning money upon the collateral security of their own capital stock. There is such a provision in the National banking act, and it should, in my opinion, be incorporated into the Virginia banking law.

8. An amendment to the present act, providing that any bank desiring to organize shall, before commencing business, procure from the Corporation Commission a certificate authorizing it to do so, so as to require that a thorough examination shall be made into conditions, and the character of the persons desiring to organize, and authorizing the Corporation Commission to refuse to issue such certificate, should the character of the persons be shown to be such that, in the judgment of the Commission, they are not proper persons to engage in such a business, or, should it be clear that business conditions would not warrant the establishment of another bank in that locality. Under the present banking laws, if this office discovers that a bank has been recklessly operated, and the Commission applies to a court for a receiver, the same persons can immediately procure another charter and begin business again.

9. An amendment to section 1170 of the Code investing the Corporation Commission with power, in its discretion, to make public such information concerning any bank or banks as said Commission may determine would promote the public interest. The present statute forbids any officer or employee of the State from making any information, relative to banks, public, under any conditions, save to such officers and employees of the State as may have occasion and authority to inspect the records containing the information in the performance of their duty.

10. The enactment of a statute to restrict the indebtedness of State banks to the amount of their capital stock and surplus. There is a provision in the National banking act, limiting a bank's indebtedness to the amount of its capital stock.

11. An amendment to section 1160 of the Code, which at present requires directors to make, or cause to be made, an examination "of the moneys of the bank, and a statement to be made of the accounts of the cashier." This section is quite indefinite as it now stands, and many of the banks construe it simply to mean the counting of the cash on hand and the proving of the "cashier's account" on the general ledger. Such an examination, no matter how frequently made by the directors, is of practically no value. I would earnestly recommend that this section of the law be amended so as to require two examinations a year by the directors instead of four, and that these examinations should be made full and complete, and especially cover the notes; and that the directors be required to specify any bad debts that the bank may have. I would also recommend that the committee in making these examinations be permitted, if they so desire, to secure outside assistance.

In my opinion, two thorough and business-like examinations by the bank's own directors would do more towards strengthening a bank's condition, and bringing its directors in closer touch with the bank's affairs, than any other requirement which could be provided for by law. The intimate knowledge of the bank's affairs which the directors would thus obtain would soon be discovered to be the best of dividend producers, and the greatest safeguard which could be devised by law.

It gives me great pleasure to commend all those serving with me in the Banking Division for the constant and faithful performance of their duty, and the energy and interest displayed by them in their work.

All of which is respectfully submitted.

C. C. BARKSDALE,
Chief Examiner

LIST OF STATE BANKS

Showing Maximum and Minimum Capital Stock Authorized by Charter; and names of Presidents and Cashiers, as of November 26, 1912, Arranged in Alphabetical Order According to the Location of the Bank.

NAME OF BANK	Location	Maximum Capital	Minimum Capital	President	Secretary or Cashier
Abingdon	Abingdon	\$ 100,000	\$ 25,000	C. C. Sutton	W. S. Dodd
Amelia	Amelia	50,000	5,000	R. A. Marshall	R. J. Barlow
Amherst	Amherst	50,000	6,000	J. E. Rowman	W. P. Reed
Amherst	Amherst	50,000	10,000	W. E. Sandidge	R. M. Cox
Appalachia	Appalachia	25,000	10,000	Geo. Morton	E. C. Mainone
Appomattox	Appomattox	10,000	10,000	H. D. Flood	R. F. Burke
Arvonia	Arvonia	25,000	15,000	A. J. Terrell	A. G. Glasgow
Ashland	Ashland	10,000	10,000	S. J. Dowell	W. L. Foy
Bassett	Bassett	25,000	10,000	J. D. Bassett	B. C. Philpott
Belle Haven	Belle Haven	50,000	10,000	Jno. T. B. Hyslop	W. G. Emmett
		25,000	15,000	L. G. Gills	W. A. Fitzpatrick
		40,000	40,000	A. Moore, Jr.	Jno. B. Neill
		50,000	50,000	R. T. Irvine	R. P. Barron
		50,000	10,000	Alex. Black	Wm. E. Hubbert
		150,000	15,000	J. M. Harris	Joe. M. Hurt
Bland	Bland	25,000	10,000	Fulton Kegley	J. R. Honaker
Boones Mill	Boones Mill	50,000	10,000	R. L. Bowman	J. C. Bussey
Boone's Path	Boone's Path	50,000	7,500	M. O. Combs	Henry Smith
Bowling Green	Bowling Green	30,000	10,000	Jas. T. Richards	L. E. Martin
Boyce	Boyce	60,000	6,000	R. P. Page	C. Van Deventer
Boykins	Boykins	25,000	10,000	W. W. White	J. W. Martin
Boykins	Boykins	25,000	10,000	Jos. L. Barham	J. W. Fleetwood
Branchville	Branchville	25,000	10,000	Jno. M. Smith	W. H. Rush
Bridgewater	Bridgewater	25,000	4,000	Jno. W. Cline	Jas. R. Shipman
Brutol	Brutol	100,000	25,000	J. D. Mitchell	W. L. Copenhaver
Brookneal	Brookneal	25,000	10,000	E. R. Monroe	C. R. Thomas
Buchanan	Buchanan	35,000	25,000	C. B. Johnson	J. C. Dill
Buena Vista	Buena Vista	25,000	10,000	J. H. Mapp	S. E. Page
Burkeville	Burkeville	20,000	10,000	R. S. Beville	W. H. Sheffield
Butterworth	Butterworth	50,000	10,000	A. M. Orgain	H. H. Galusha
Cambria	Cambria	50,000	20,000	J. E. B. Smith	J. W. Mitchell
Cape Charles	Cape Charles	50,000	25,000	W. B. Wilson	Upshur Wilson
Cape Charles	Cape Charles	120,000	50,000	R. Fulton Powell	Wm. F. King
Capron	Capron	15,000	5,000	W. H. Vincent	L. J. Bain
Carson	Carson	25,000	10,000	P. B. Halligan	H. C. Elmore
Castlewood	Castlewood	50,000	20,000	R. A. Fletcher	N. H. Gilmer
Charlottesville	Charlottesville	25,000	10,000	H. M. Gleason	E. E. Dinwiddie

Chase City	25,000	J. T. Goode, Jr.
Chatham	50,000	Frank Marshall
Chatham	50,000	O. S. B. Yeats
Cheriton	50,000	F. L. Insley
Cheriton	50,000	W. C. Trueheart
Chesler	50,000	Daniel Jeffries
Chincoteague, Isl.	50,000	Chas. I. Wade
Christiansburg	100,000	F. V. Stontameyer
Churchville	20,000	F. D. Sharp
Claremont	25,000	R. K. Lasley
Clarksville	25,000	L. B. Blanks, Jr.
Clarksville	50,000	A. A. Basham
Cleveland	25,000	
Clinchport	50,000	F. E. Stewart
Clintwood	50,000	W. N. Pressley
Clover	25,000	G. B. Gibson
Coeburn	50,000	C. O. Ramsey
Colonial Beach	50,000	H. W. B. Williams
Columbia	25,000	G. P. Hodgson, Jr.
Courtland	50,000	Jas. E. Sebrer
Covington	50,000	D. R. Ellis
Crows	150,000	J. P. Agnew
Crockett	25,000	A. B. Hansbell
Crozet	25,000	T. W. Woolan
Cumberland	12,000	Donald McKee
Danacua	25,000	J. H. Meade
Danville	300,000	C. L. Booth
Dayton	25,000	N. R. Crist
Dendron	12,000	L. E. Johnson
Dillwyn	25,000	A. W. Carter
Disputants	50,000	C. Lee Wolfe
Drakes Branch	50,000	Wm. H. Pettus, Jr.
Draper	50,000	J. W. Gardner
Dublin	25,000	Geo. C. Moomaw
Eagle Rock	25,000	M. R. Morgan
East Radford	35,000	W. H. Galway
Edinburg	25,000	J. C. Hutcheson
Elba	25,000	W. C. Noell
Elkton	50,000	W. H. McVeigh
Emporia	50,000	W. T. Harding
Emporia	25,000	P. Walker Turner
Falls Church	25,000	Geo. W. Hawthurst
Farmville	400,000	Jno R. Martin
Farmville	200,000	Walker Scott
Fincastle	25,000	James Godwin
Floyd	20,000	J. B. Peery
Floyd	50,000	R. B. Morgan
Fork Union	50,000	R. B. Whitehurst
Franklin	50,000	Jno. D. Abbitt
Fredericksburg	100,000	G. W. Shepherd

Bank of New Castle.	10,000	E. O. Larrick	10,000	W. E. Coffman
The Farmers and Merchants Bank of New Church, Vir-	25,000	E. C. Cobb	12,500	L. T. Rock, Jr.
	50,000	Frank Stevens	10,000	Jno. O. Walker
	20,000	Char. P. Jones	20,000	C. C. Hanes
	25,000	G. C. Mann	12,500	A. E. Carver
	20,000	S. H. Price	10,000	R. A. Gilliam
	25,000	E. D. Newman	10,000	M. L. Neff
	50,000	W. Bruce Whitmore	10,000	Wirt B. Todd
	50,000	W. E. Thomas	5,000	W. C. Roberts
	50,000	D. F. Hale	25,000	F. C. Kelley
	100,000	P. V. Jones	20,000	H. W. Yoder
	50,000	S. T. Johnson	15,000	C. J. Matthews
	100,000	Geo. B. West	25,000	W. B. Vest
	100,000	A. L. Powell	25,000	J. E. T. Hunter
	25,000	E. C. Brown	5,000	C. McIntyre Morse
	50,000	R. T. Mason	25,000	F. Franklin Lena
	200,000	H. L. Schmels	50,000	E. S. Blanton
	25,000	S. A. Howell	5,000	R. H. Spivay
	25,000	R. Howard	10,000	J. B. Everett
	12,500	J. P. Manuel	12,500	W. L. Houchins
	100,000	H. T. Campbell	50,000	O. J. Egerton
	50,000	E. C. Brown	10,000	Wm. M. Rich
	600,000	McD. L. Wrenn	25,000	Tench F. Tilghman
	500,000	W. H. Taylor	50,000	R. C. Taylor, Jr.
	100,000	C. C. Cobb	100,000	R. E. Thompson
	No Limit	Wm. H. Wales, Jr	No Limit	John E. Wales
	100,000	Alvah H. Martin	25,000	J. J. Parkerson
	1,000,000	Caldwell Hardy	100,000	W. W. Vear
	50,000	Wm. Sioane	25,000	Wm. B. Dougherty
	100,000	Geo. W. Dey	25,000	W. H. Sterling, Jr
	10,000	G. W. Hunter	10,000	J. W. Garner
	25,000	J. F. Amory	5,000	L. R. Hodge
	50,000	A. B. Haden	5,000	S. P. Harland
	15,000	W. H. Ligon	5,000	L. W. Hoffman
	50,000	J. W. Bowdoin	25,000	J. M. Chandler
	20,000	Jas. Hoge	10,000	W. H. Snidow
	50,000	J. N. Graham	25,000	A. G. Hyatt
	200,000	W. B. McIlwaine	25,000	Wallace C. Blanks
	100,000	E. A. Hartley	10,000	E. S. Hendrick
	1,000,000	Alexander Hamilton	150,000	P. M. Pollard
	50,000	E. M. Tunnis	20,000	Stewart C. Rees
	50,000	R. S. Cochran	25,000	Robt. Murray
	50,000	Isaac T. Mann	10,000	C. M. Galway
	200,000	Leah R. Watts	25,000	S. D. Maupin
	100,000	E. L. Lash	5,000	R. S. Marshall
	150,000	Jno. T. Griffin	50,000	Wm. C. Maupin, Jr.
	50,000	W. H. Brambitt	10,000	J. W. Miller
	25,000	T. M. Smiley	10,000	C. G. Williams

LIST OF STATE BANKS—CONTINUED.

NAME OF BANK	Location	Maximum Capital	Minimum Capital	President	Secretary or Cashier
Rapidan	Richmond	\$ 25,000	\$ 10,000	H. T. Holladay, Jr.	G. W. Peyton
Reedville	Reedville	50,000	25,000	J. B. Hinton	F. C. Jett
Reedville	Reedville	60,000	15,000	John A. Palmer, Jr.	H. G. Blundon
Richlands	Richlands	25,000	25,000	W. R. Williams	C. B. Orr
Richmond	Richmond	300,000	100,000	J. E. Willard	R. B. Campbell
Richmond	Richmond	100,000	100,000	J. S. Williams	L. D. Crenshaw, Jr.
Richmond	Richmond	300,000	100,000	W. M. Hablston	Andrew M. Glover
Richmond	Richmond	100,000	2,000	W. L. Waring	E. S. Mitchell
Richmond	Richmond	200,000	10,000	W. L. Walters	H. G. Proctor
Richmond	Richmond	200,000	50,000	John C. Hagan	F. H. Hardaway
Richmond	Richmond	300,000	20,000	A. L. Adams	J. H. Patterson
Richmond	Richmond	100,000	10,000	John Mitchell, Jr.	Thos. H. Wyatt
Richmond	Richmond	500,000	200,000	H. R. Pollard, Jr.	C. L. Williams
Richmond	Richmond	1,000,000	100,000	Jno. S. Williams	O. Raymond Brown
Richmond	Richmond	50,000	10,000	Maggie L. Walker	Emmett C. Burke
Richmond	Richmond	500,000	50,000	L. Z. Morris	Jas. M. Ball
Richmond	Richmond	500,000	20,000	J. B. Beasley	Geo. W. Call
Richmond	Richmond	2,000,000	500,000	H. W. Jackson	L. D. Aylett
Richmond	Richmond	60,000	25,000	A. J. Staudt	Chas. K. Willis
Ridgeway	Ridgeway	25,000	10,000	W. A. Garnett	T. C. Coleman
Roanoke	Roanoke	200,000	100,000	G. H. P. Cole	Jno. W. Penn
Roanoke	Roanoke	300,000	150,000	R. H. Angell	E. W. Tinsley
Rural Retreat	Rural Retreat	15,000	12,000	Wm. F. Gammon	E. Marco Davis
Salem	Salem	100,000	50,000	A. M. Bowman	J. H. Chapman
Salem	Salem	300,000	50,000	W. T. Younger	J. C. Chapman
Saltville	Saltville	50,000	15,000	W. W. George	F. J. Harris
Scottsburg	Scottsburg	25,000	10,000	J. T. Lacy	L. D. Bailey
Sedley	Sedley	25,000	10,000	Philip Rogers	J. F. West, Jr.
Shawville	Shawville	13,500	5,000	W. T. James	J. W. Hundley, Jr.
Shenandoah	Shenandoah	10,000	2,500	Geo. W. Kite	W. T. Doosing
Smithfield	Smithfield	100,000	10,000	James P. Andrews	W. T. Kounts
South Boston	South Boston	50,000	25,000	W. F. Wilson	John I. Cofer
South Hill	South Hill	50,000	10,000	Joe Stebbins	J. R. Rowell, Jr.
South Hill	South Hill	50,000	25,000	J. H. Wall	J. J. Lawson
Speedwell	Speedwell	10,000	10,000	8. S. Northington	Thos. A. Bryson
Standardville	Standardville	25,000	10,000	8. S. Simmerman	W. W. Wright
Stanley	Stanley	25,000	10,000	J. S. Chapman	G. P. Cox
Staunton	Staunton	100,000	25,000	E. T. Brumback	R. C. Powell
Staunton	Staunton	10,000	500	C. Russell Caldwell	C. C. Lauderback
Staunton	Staunton	10,000	500	Sam'l Lindsey	W. N. Hildeary
Staunton	Staunton	10,000	500	Thos. E. Jackson	Thos. E. Jackson

Staunton.....	100,000	50,000	Jun. B. Cochran.....	Eugene E. Chiles.....
Stephens City.....	10,000	10,000	J. M. Steele.....	B. F. Jarratt.....
Stony Creek.....	25,000	10,000	R. B. Hartley.....	Robt. N. Clark.....
Stuart.....	25,000	12,500	W. C. Hooker.....	J. H. Shockey.....
Stuart's Draft.....	25,000	10,000	R. S. Martin.....	S. H. Moore.....
	100,000	20,000		E. E. Jones.....
	100,000	20,000		Wm. H. Jones, Jr.....
	25,000	10,000		A. A. Cralle.....
	250,000	100,000		Henry Preston.....
	25,000	10,000		J. A. Garber.....
	50,000	5,000		H. C. Dunton.....
	10,000	10,000		John F. Grear.....
	25,000	15,000		G. W. Layman.....
	100,000	25,000		L. Newton Weaver.....
	50,000	15,000		C. R. Stokes.....
Vinton.....	50,000	10,000	J. W. Woods.....	R. P. Wright.....
Virginia.....	25,000	5,000	S. M. Torlan.....	T. G. Pool.....
Wakefield.....	50,000	15,000	P. D. Bain.....	W. H. Savage.....
Wakefield.....	15,000	15,000	E. A. Hatch.....	J. M. Allen.....
Warm Springs.....	50,000	25,000	J. M. Douglas.....	G. B. Venable.....
Warraw.....	50,000	25,000	J. W. Chinn.....	W. T. Tyler.....
Waverly.....	50,000	10,000	P. Fleetwood.....	H. Fleetwood.....
	100,000	25,000	L. E. Mumford.....	H. E. Topping.....
	25,000	10,000	Jun. W. Carpenter.....	N. I. Kasey.....
	50,000	10,000	F. R. Ellanor.....	W. F. Knight.....
	50,000	15,000	J. W. Lane.....	F. R. Savage.....
	50,000	10,000	R. L. Spencer.....	H. N. Phillips.....
	25,000	10,000	J. M. Raby.....	F. S. Leathers.....
Windsor.....	200,000	10,000	James B. Russell.....	Lee R. Grim.....
Winchester.....	25,000	25,000	O. M. Vickers.....	E. B. McElroy.....
Wise.....	50,000	20,000	E. D. Newman.....	W. H. Newman.....
Woodstock.....	50,000	10,000	M. L. Bauserman.....	J. L. Feller.....
Woodstock.....	50,000	10,000	V. C. Huff.....	C. M. Trinkle.....
Wytheville.....	250,000			

SUMMARY.

Showing Condition of the 248 State Banks Doing Business in Virginia as of February 20, 1912.

RESOURCES.

Loans and Discounts.....	\$ 52,881,859 78
Overdrafts.....	93,743 25
Bonds, Securities, etc., including Premium on same.....	5,202,116 06
Banking Houses.....	1,683,831 21
Other Real Estate.....	874,843 20
Furniture and Fixtures.....	542,840 59
Checks, other Cash Items and Exchanges for Clearing Houses....	478,882 75
Due from National Banks.....	7,609,930 67
Due from State Banks, Private Bankers and Trust Companies....	1,087,756 24
Actual Cash on Hand.....	2,332,124 79
All other Items of Resource.....	175,688 50
Total resources.....	\$ 72,963,617 04

LIABILITIES.

Capital Stock Paid in.....	\$ 10,432,048 87
Surplus Fund.....	5,097,517 14
Undivided Profits.....	2,045,628 96
Dividends Unpaid.....	195,274 60
Deposits Subject to Check.....	24,543,003 56
Savings Deposits.....	16,208,030 62
Demand Certificates of Deposit.....	2,662,510 94
Time Certificates of Deposit.....	8,203,517 78
Certified Checks.....	377,028 98
Cashier's Checks Outstanding.....	126,620 45
Total Deposits.....	52,120,712 33
Due to National Banks.....	276,261 53
Due to State Banks, Private Bankers and Trust Companies.....	617,917 55
Notes and Bills Rediscounted.....	551,984 82
Bills Payable, Including Certificates of Deposit Representing Money Borrowed.....	877,046 20
All other Items of Liability.....	749,225 04
Total liabilities.....	\$ 72,963,617 04

SUMMARY.

Showing Condition of the 248 State Banks Doing Business in Virginia as of April 18, 1912.

RESOURCES.

Loans and Discounts	\$ 53,861,608 86
Overdrafts	130,453 22
Bonds, Securities, etc., including Premium on same	5,242,748 58
Banking Houses	1,695,556 29
Other Real Estate	884,545 08
Furniture and Fixtures	535,690 37
Checks, other Cash Items and Exchanges for Clearing Houses	510,004 50
Due from National Banks	7,495,364 96
Due from State Banks, Private Bankers and Trust Companies	985,048 24
Actual Cash on Hand	2,360,289 67
All other Items of Resource	160,399 14
Total resources	\$ 73,861,708 91

LIABILITIES.

Capital Stock Paid in	\$ 10,449,302 62
Surplus Fund	5,080,944 69
Undivided Profits	2,335,490 09
Dividends Unpaid	4,306 19
Deposits Subject to Check	23,157,475 33
Savings Deposits	18,218,786 13
Demand Certificates of Deposit	2,915,275 03
Time Certificates of Deposit	8,285,566 44
Certified Checks	218,998 71
Cashiers' Checks Outstanding	110,429 04
Total Deposits	52,906,530 68
Due to National Banks	371,834 24
Due to State Banks, Private Bankers and Trust Companies	693,751 92
Notes and Bills Rediscounted	468,700 81
Bills Payable, Including Certificates of Deposit Representing Money Borrowed	844,179 21
All other Items of Liability	706,668 46
Total liabilities	\$ 73,861,708 91

SUMMARY.

Showing Condition of the 247 State Banks Doing Business in Virginia as of June 14, 1912.

RESOURCES.

Loans and Discounts	\$ 54,543,355	41
Overdrafts	120,463	52
Bonds, Securities, etc., including Premium on same	5,204,699	42
Banking Houses	1,679,724	83
Other Real Estate	952,284	21
Furniture and Fixtures	542,063	98
Checks, other Cash Items and Exchanges for Clearing Houses	386,006	95
Due from National Banks	7,191,219	99
Due from State Banks, Private Bankers and Trust Companies....	1,098,763	01
Actual Cash on Hand	2,321,922	77
All other Items of Resource	146,733	90
Total resources	\$ 74,187,237	99

LIABILITIES.

Capital Stock Paid in	\$ 10,348,100	00
Surplus Fund	5,089,530	54
Undivided Profits	2,470,008	25
Dividends Unpaid	4,703	71
Deposits Subject to Check	24,583,182	38
Savings Deposits	16,755,833	44
Demand Certificates of Deposit	3,062,308	27
Time Certificates of Deposit	8,394,657	19
Certified Checks	124,759	09
Cashier's Checks Outstanding	143,225	54
Total Deposits	53,063,965	91
Due to National Banks	328,326	91
Due to State Banks, Private Bankers and Trust Companies	645,562	59
Notes and Bills Rediscounted	575,044	26
Bills Payable, Including Certificates of Deposit Representing Money Borrowed	874,038	60
All other Items of Liability	787,957	22
Total liabilities	\$ 74,187,237	99

SUMMARY.

Showing Condition of the 249 State Banks Doing Business in Virginia as of September 4, 1912.

RESOURCES.

Loans and Discounts.....	\$ 56,628,624	13
Overdrafts.....	115,470	30
Bonds, Securities, etc., including Premium on same.....	5,563,057	88
Banking Houses.....	1,767,040	01
Other Real Estate.....	965,724	04
Furniture and Fixtures.....	526,371	24
Checks, other Cash Items and Exchanges for Clearing Houses....	471,479	10
Due from National Banks.....	8,219,212	48
Due from State Banks, Private Bankers and Trust Companies....	1,217,435	48
Actual Cash on Hand.....	2,384,293	04
All other Items of Resource.....	125,971	67
Total resources.....	\$ 77,984,679	37

LIABILITIES.

Capital Stock Paid in.....	\$ 10,370,830	07
Surplus Fund.....	5,401,921	39
Undivided Profits.....	2,188,237	11
Dividends Unpaid.....	3,533	01
Deposits Subject to Check.....	26,305,435	02
Savings Deposits.....	18,512,753	51
Demand Certificates of Deposit.....	3,581,513	95
Time Certificates of Deposit.....	8,006,055	51
Certified Checks.....	181,290	56
Cashiers' Checks Outstanding.....	125,628	75
Total Deposits.....	56,712,677	30
Due to National Banks.....	257,624	01
Due to State Banks, Private Bankers and Trust Companies.....	721,251	26
Notes and Bills Rediscounted.....	556,637	87
Bills Payable, Including Certificates of Deposit Representing Money Borrowed.....	966,980	54
All other Items of Liability.....	804,986	81
Total liabilities.....	\$ 77,984,679	37

SUMMARY.

Showing Condition of the 250 State Banks Doing Business in Virginia as of November 26, 1912.

RESOURCES.

Loans and Discounts	\$ 57,744,818 87
Overdrafts	136,379 81
Bonds, Securities, etc., including Premium on same	5,740,075 48
Banking Houses	1,811,787 53
Other Real Estate	915,686 38
Furniture and Fixtures	538,307 64
Checks, other Cash Items and Exchanges for Clearing Houses	544,875 36
Due from National Banks	8,262,991 11
Due from State Banks, Private Bankers and Trust Companies	1,261,099 78
Actual Cash on Hand	2,504,436 02
Unpaid Subscriptions to Capital Stock	610,288 03
Bonds guaranteed	662,000 00
All other Items of Resource	118,713 41
Total resources	\$ 80,851,459 42

LIABILITIES.

Capital Stock Paid in	\$ 10,817,318 52
Surplus Fund	5,717,715 18
Undivided Profits	2,166,625 02
Dividends Unpaid	4,568 63
Deposits Subject to Check	27,813,354 91
Savings Deposits	17,968,524 00
Demand Certificates of Deposit	2,945,321 02
Time Certificates of Deposit	8,374,225 60
Certified Checks	121,263 00
Cashiers' Checks Outstanding	123,195 27
Total Deposits	57,345,883 80
Due to National Banks	291,275 01
Due to State Banks, Private Bankers and Trust Companies	939,695 21
Notes and Bills Rediscounted	429,988 03
Bills Payable, Including Certificates of Deposit Representing Money Borrowed	1,023,338 84
Reserved for Accrued Interest on Deposits	308,723 24
Reserved for Accrued Interest on Certificates of Deposit	183,646 52
Reserved for Accrued Taxes	45,981 39
Stock Subscribed but not Paid for	610,288 03
Bonds Guaranteed	662,000 00
All other Items of Liability	304,412 00
Total liabilities	\$ 80,851,459 42

MISCELLANEOUS STATISTICS.

*Compiled from Reports of State Banks Showing Condition as of
November 26, 1912.*

Number of banks doing business on November 26, 1912.....	250
Number of banks conducted by colored persons.....	7
Number of banks reporting no overdrafts.....	18
Number of banks owning banking houses.....	182
Percentage of capital invested in stocks and bonds.....	53.06 per cent.
Percentage of capital invested in banking houses.....	16.74 per cent.
Percentage of capital invested in other real estate.....	8.46 per cent.
Percentage of capital invested in office furniture and fixtures.....	4.97 per cent.
Excess of loans over deposits.....	\$398,935.07
Surplus is.....	52.85 per cent. of capital
Undivided profits are.....	20.03 per cent. of capital
Surplus and undivided profits are.....	72.88 per cent. of capital
Net amount due from National banks is.....	\$7,971,716.10
Of cash on hand, paper currency is.....	75.60 per cent.
Of cash on hand, specie and fractional paper currency is.....	24.40 per cent.

LIST OF CHARTERS

Issued by the State Corporation Commission from 1st January to 31st December, 1918, Inclusive.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary
Jan. 3	9146	Company	Amherst	\$ 25,000	T. O. Troy	W. P. Reed
" 3	9147	"	Wise	15,000	C. P. Addington	M. E. Lipps
" 3	9148	"	Norfolk	10,000	Joas F. Jones	Geo. Mahon
" 3	9149	"	Charlottesville	50,000	W. T. Martin	C. W. Graves
" 3	9153	"	Richmond	20,000	Wm. B. Walsh	Wm. L. Glenn
" 3	9154	"	Chilhowie	15,000	"	Q. A. Eller
" 3	9155	"	Lynchburg	100,000	"	S. H. Wood
" 3	9157	"	Hampton	10,000	"	Thos. L. Vaughan
" 3	9158	"	Richmond	50,000	"	O. Raymond Brown
" 3	9159	"	Norfolk	100,000	"	J. A. Goodwyn
" 4	9160	"	Pulaski	20,000	"	B. C. Taylor
" 4	9161	"	Hampton	15,000	H. R. Booker	C. M. Pace
" 5	9162	"	Chincoteague Island	10,000	Robt. L. Marshall	Jos. J. Baker
" 5	9163	"	Bristol	25,000	W. G. Sandoe	A. L. Osborne
" 5	9164	"	Richmond	20,000	Coleman Johnston	R. H. Stotts
" 6	9166	"	Floyd	25,000	S. G. Proffit	G. E. Proffit
" 6	9169	"	Norfolk	75,000	J. E. Norman	J. B. Carroll
" 8	9170	"	Norfolk	15,000	S. M. Smith	W. W. Ford
" 9	9172	"	Richmond	10,000	J. W. Krouse	E. W. Krouse
" 9	9173	"	Richmond	10,000	W. B. Taylor	E. L. Robinson
" 9	9174	"	Winchester	5,000	G. P. Miller	S. L. Hoover
" 9	9175	"	Suffolk	10,000	S. G. Moore	W. C. Moore
" 10	9176	"	Portsmouth	50,000	T. W. Carroll	W. P. Sellers
" 10	9177	"	Paint Bank	10,000	G. T. Thayer	C. L. Lemon
" 11	9179	"	Richmond	50,000	E. C. Landgraf	J. G. Lazarus
" 11	9180	"	Norfolk	25,000	William Beaser	C. H. Beaser
" 11	9181	"	Richmond	100,000	I. E. Campbell	C. W. Wormley
" 12	9182	"	Richmond	15,000	R. H. Bruce	Geo. T. Sharp
" 12	9183	"	Danville	"	Julian Jordan	C. L. Booth
" 12	9184	"	Charlottesville	"	J. H. Harris	W. M. Barbour
" 13	9185	"	Long Island	10,000	J. O. Clay	M. D. Martin
" 15	9187	"	Alexandria	50,000	Earle R. White	Horace Ward
" 15	9188	"	Lynchburg	25,000	T. A. Jennings	H. P. Taylor
" 17	9194	"	Richmond	100,000	"	Harry Irwin
" 17	9195	"	Roanoke	10,000	"	D. T. Moore
" 18	9196	"	Martinsville	15,000	"	A. S. Gravelly
" 23	9201	"	Norton	5,000	"	J. Q. Pearce
" 23	9202	"	Richmond	100,000	"	C. C. Leidy
" 23	9203	"	Norfolk	10,000	"	W. L. Tonkin
" 23	9204	"	Portsmouth	15,000	"	Kemp Plummer

9206	23	Feb.	1	100,000	Roanoke	Arthur Mann
9207	27			10,000	Big Stone Gap	M. A. Quinn
9208	23			15,000	Richmond	T. C. Slaughter
9209	23			25,000	Hampton	Wm. T. Smith
9210	23			100,000	Norfolk	H. F. Byrd
9211	23			50,000	Norfolk	J. C. Weedon
9212	23			20,000	Newport News	G. T. Stephenson
9213	23			50,000	Roslyn	J. H. Seckler
9214	23			25,000	Alexandria	C. R. Nuckols
9215	23			15,000	La Crosse	J. H. Dawes
9216	23			20,000		Jno. B. Love
9217	23			8,000		E. S. Ruffin
9218	23			15,000		Maggie J. Stepp
9219	23			20,000		David Graham
9220	23			25,000		Jos. A. Ford
9221	23			15,000		R. E. Jordan
9222	23			15,000		A. L. Marsh
9223	23			50,000		J. W. Lewis
9224	23			20,000		W. L. Tucker
9225	23			20,000		G. T. Bostwick
9226	23			20,000		Sarah W. Dickerson
9227	23			2,000		Ellen F. Gray
9228	23			100,000		C. F. Winder
9229	23			25,000		J. Edw. Cole
9230	23			15,000		J. A. White
9231	23			25,000		Jos. Goldstein
9232	23			50,000		N. R. Robinson
9233	23			100,000		O. F. Northington
9234	23			3,000		Jas. A. Martin
9235	23			100,000		J. C. McClung
9236	23			25,000		F. E. Phillips
9237	23			15,000		J. B. Winstead
9238	23			10,000		E. C. Marta
9239	23			5,000		H. G. Harris
9240	23			25,000		H. I. Britton
9241	23			50,000		Rosemary White
9242	23			25,000		C. H. Prince
9243	23			25,000		C. H. Friend
9244	23			25,000		G. S. Harding
9245	23			25,000		W. H. Smith
9246	23			25,000		J. E. Davis
9247	23			25,000		C. V. Blackburn
9248	23			25,000		John M. Sartor
9249	23			25,000		T. E. Murrell
9250	23			25,000		J. M. Reynolds
9251	23			25,000		R. C. Coleman
9252	23			25,000		W. L. Wilhelm
9253	23			25,000		W. R. Hancock
9254	23			25,000		Chas. A. Peple
9255	23			25,000		I. M. Warren
9256	23			25,000		William T. Martin
9257	23			25,000		Harold B. Bloomberg
9258	23			25,000		
9259	23			25,000		
9260	23			25,000		
9261	23			25,000		
9262	23			25,000		
9263	23			25,000		
9264	23			25,000		
9265	23			25,000		
9266	23			25,000		
9267	23			25,000		
9268	23			25,000		
9269	23			25,000		
9270	23			25,000		
9271	23			25,000		
9272	23			25,000		
9273	23			25,000		
9274	23			25,000		
9275	23			25,000		
9276	23			25,000		
9277	23			25,000		
9278	23			25,000		

LIST OF CHARTERS—CONTINUED.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary
Feb. 7	9279	.....	Richmond	\$ 25,000	Jacob Lewit	Julius C. Lewit
" 8	9280	.....	Richmond	10,000	G. H. Smithdeal	R. B. Ingham
" 8	9281	.....	Richmond	250,000	E. S. Evans	S. H. Turner
" 8	9282	.....	Norfolk	200,000	Abbott Morris	Alfred P. Thom, Jr.
" 8	9283	.....	Richmond	100,000	H. W. Rountree	Samuel Sutherland
" 8	9284	.....	Richmond	25,000	W. F. Smith	Donald B. Register
" 8	9285	.....	Richmond	200,000	Jno. S. Hurt	J. T. Moore
" 8	9286	.....	Richmond	100,000	Geo. S. Richardson	J. P. Atkins
" 8	9287	.....	Norfolk	1,000	John K. Waterman	William F. Clarke
" 9	9288	.....	Norfolk	50,000	John Robinson, Sr.	L. B. Deussenroth
" 9	9289	.....	Richmond	200,000	Gilbert W. Ireland	Arthur C. Hume
" 10	9290	.....	Richmond	2,000,000	Channing M. Ward	Chas. M. Luck
" 12	9291	.....	Norfolk	10,000	Thomas P. Flood	John T. Flood
" 12	9292	.....	Bristol	20,000	Dick Burson	Geo. M. Warren
" 12	9293	.....	Chase City	10,000	J. S. Mason	W. F. Wood
" 12	9294	.....	Roanoke	10,000	E. C. Woodward	John Dellas
" 16	9295	.....	Alexandria	2,000,000	Edward H. Wales	James H. Hayden
" 12	9296	.....	Franklin	5,000	C. C. Vaughan	C. C. Vaughan, Jr.
" 12	9297	.....	Kenbridge	50,000	D. T. Kennedy	Jno. T. McKenna
" 12	9298	.....	Haymarket	25,000	C. E. Jordan	W. M. Jordan
" 12	9299	.....	Roanoke	25,000	C. Shelburne Spindle	Carl E. Pedigo
" 14	9300	.....	Norfolk	50,000	William Linn	F. H. Hobbs
" 17	9301	.....	Chase City	15,000	Chas. M. Bowell	J. A. Robertson
" 14	9302	.....	Sewell's Point	25,000	H. G. Eichelberger	H. S. Baker
" 14	9303	.....	Richmond	25,000	C. T. Ammons	R. A. Ammons
" 14	9304	.....	Richmond	100,000	H. H. Hall	J. A. Lancaster
" 14	9305	.....	Richmond	15,000	James R. Sheppard	L. S. Jones
" 15	9306	.....	Richmond	25,000	J. W. Whitten	R. O. C. Gardner
" 15	9307	.....	Norfolk	10,000	J. R. Simpson	Edmund S. Ruffin
" 16	9308	.....	Buchanan	25,000	O. C. Hoffman	F. B. Schults
" 16	9309	.....	Norfolk	15,000	R. R. Spindle, Jr.	W. W. Dey
" 16	9310	.....	Newport News	1,000	J. W. Callis	Richard Armstrong
" 16	9311	.....	Roanoke	35,000	W. R. Cross	T. G. Figgat
" 16	9312	.....	Richmond	15,000	H. S. Wallerstein	E. Ullman
" 19	9313	.....	Altavista	15,000	W. B. Ellwood	G. R. Jordan
" 19	9314	.....	Kilmarnock	25,000	W. A. Eubank	Albert Noblett
" 19	9315	.....	Crozet	15,000	J. W. Montague	T. W. Wooden
" 19	9316	.....	Roanoke	50,000	C. E. Myers	W. C. Taylor
" 19	9317	.....	Altavista	60,000	J. E. Lane	A. G. Bell
" 19	9318	.....	Altavista	60,000	J. E. Lane	A. G. Bell
" 19	9319	.....	Franklin	10,000	W. T. Pace	J. J. Bristow
" 19	9320	.....	Staunton	50,000	J. P. Neff	W. A. Bowles
" 20	9321	.....	Roanoke	50,000	S. M. Williams	M. L. Harrison

20	9329	Richmond	16,000	Ellie Miller	H. S. Bloomberg
20	9330	Alexandria	840,000	C. D. Henley	E. H. Thomas
20	9331	Lynchburg	25,000	W. W. Manley	C. E. Munnigerode
21	9332	Norfolk	20,000	F. J. McGuire	S. A. McGuire
21	9333	Norfolk	10,000	F. B. Howard	S. R. Gibson
21	9334	Waynesboro	125,000	S. S. Hopkins	Matthew Lawman
21	9335	Norfolk	60,000	F. J. McGuire	W. W. Terry
21	9336	Richmond	10,000,000	W. H. Sharp	Geo. W. Robertson
21	9337	Staunton	10,000		Marc Bradley
21	9338	Bedford City	25,000		Don. E. Parker
21	9339	Winchester	50,000		G. H. Kinsel
21	9340	Portsmouth	300,000		F. N. Binsely
21	9341	Holland	50,000		L. J. Daughtry
21	9342	Norfolk	90,000		Robt. McLean
21	9343	Pennington Gap	50,000		L. E. Johnson
23	9344	North Emporia	20,000		N. B. Smith
23	9345	Richmond	100,000	T. S. Winston	J. A. Richardson
23	9346	Richmond	300,000	E. N. S. Lee	J. H. Headen
26	9347	New Castle	50,000	H. G. Tyler	W. T. Graham
26	9348	Norfolk	50,000	T. F. Schneider	W. S. Woodhouse
26	9349	Alexandria	100,000	H. B. Holstead	M. O. Schneider
26	9350	Norfolk	50,000	G. B. Jackson	J. F. East
26	9351	Richmond	25,000	A. D. Keen	H. H. Price
26	9352	Danville	50,000		E. K. Jones
26	9353	Figgsboro	5,000	S. A. Reynolds	R. W. Pedigo
27	9354	Petersburg	25,000	W. N. Roper	W. N. Hutt
27	9355	Meadowview	10,000	H. L. Smyth	D. G. Ritchie
27	9356	Brookneal	25,000	W. R. Walker	H. C. Holt
27	9357	Staunton	25,000	W. G. Eager	E. J. Eager
28	9358	Norfolk	175,000	S. W. Meek	C. P. Bigger
28	9359	Tazewell	10,000	J. B. Crabtree	F. W. Pendleton
28	9360	Leeburg	10,000	W. C. Orr	T. A. Parker
28	9361	Richmond	50,000	E. B. Thomason	Ro. M. Kent
28	9362	Portsmouth	15,000	R. R. Robertson	L. A. Williams
28	9363	Norfolk	45,000	Guy Webb	E. K. Zirkle
28	9364	Newsoms	20,000	T. H. Barrett	J. T. Story
29	9365	Cape Charles	5,000	G. F. Parramore	G. F. Parramore, Jr.
29	9366	Norfolk	45,000	O. B. McLean	W. F. H. Enos
29	9367	Newport News	16,000	F. W. Turner	F. R. Bartlett
29	9368	Portsmouth	10,000	A. Rothschild	H. A. Brinkley
29	9369	Clifton Forge	40,000	Wm. Smith	H. T. Lytleton
29	9370	Norfolk	25,000	Samuel Friedburg	Solomon Friedburg
29	9371	Charlottesville	25,000	Jno. M. White	Geo. R. B. Michie
29	9372	Norfolk	10,000	Frank Said	Wm. Nelson
29	9373	Richmond	10,000	E. S. Cullen	L. G. Carlton
29	9374	Norfolk	10,000	W. F. Jordan	R. A. Gordon
29	9375	Roanoke	10,000	Dr. J. Harry Martin	E. G. East
29	9376	South Norfolk	25,000	F. S. Royster	C. A. Johnson
29	9377	Salem	50,000	O. W. Bunting	C. A. Gittens
29	9378	Staunton	15,000	J. W. H. Pilson	L. W. H. Peyton
29	9379	Staunton	5,000	H. M. Lewis	P. A. Ross
29	9380	Staunton	5,000		
29	9381	Staunton	5,000		
29	9382	Staunton	5,000		
29	9383	Staunton	5,000		
29	9384	Staunton	5,000		
29	9385	Staunton	5,000		
29	9386	Staunton	5,000		
29	9387	Staunton	5,000		
29	9388	Staunton	5,000		
29	9389	Staunton	5,000		
29	9390	Staunton	5,000		

1890 VIRGINIA CORPORATION, INC.
 Dr. J. Harry Martin, Inc.
 F. S. Royster Merchandise Co., Inc.
 Salem Orchard Corporation
 Forest Grove Corporation
 Virginia Acetylene Light Co., Inc.

LIST OF CHARTERS—CONTINUED.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary
Feb. 7	9392		Marion.....	\$ 50,000	C. C. Lincoln.....	A. T. Lincoln
" 7	9394		Roanoke.....	25,000	J. B. Vaughan.....	H. H. Turner
" 8	9395		Baltimore.....	25,000	C. W. Deard.....	H. M. Jacobs
" 8	9396		Norfolk.....	500,000	W. T. Phillips.....	D. T. Kennedy
" 8	9398		Pinnars.....	50,000	C. F. Harper.....	Lida Harper
" 8	9399		Richmond.....	10,000	C. A. Muir.....	W. H. Mercer
" 8	9400		Clarendon.....	25,000	H. P. Baines.....	A. G. Drake
" 8	9401		Lynchburg.....	10,000	L. B. Whitehouse.....	C. R. Butler
" 11	9402		Roanoke.....	50,000	H. McKinnon.....	J. A. McGovern
" 11	9403		Portsmouth.....	5,000	A. G. Goodman.....	L. Goodman
" 11	9404		Norfolk.....	50,000	F. R. Barry.....	Wm. W. Dey
" 12	9409		Portsmouth.....	5,000	Jno. Joyce.....	J. S. O'Brien
" 12	9410		Appalachia.....	10,000	A. L. Sturm.....	J. S. Riddle
" 12	9411		Lynchburg.....	25,000	J. M. Dulaney.....	J. R. Rhame
" 12	9412		Sunnybank.....	10,000	R. L. Williams.....	W. H. Blackwell
" 12	9413		Norfolk.....		J. M. Fentress.....	P. M. Fussell
" 12	9414		Newport News.....		James Howard.....	F. B. Henry
" 12	9416		Portsmouth.....	15,000	E. L. Lash.....	L. T. Fox
" 12	9417		Richmond.....	25,000		C. C. Walton, Jr.
" 14	9419		Elba.....	25,000		G. H. Vaden
" 14	9420		Roanoke.....	15,000		L. E. St. Clair
" 14	9421		Danville.....	10,000		L. H. Maury
" 14	9422		Lynchburg.....	15,000		C. E. Minnigerode
" 14	9423		Norfolk.....	15,000		S. H. Allen
" 15	9424		Richmond.....	50,000		Chas. Tillyer
" 16	9425		Richmond.....	15,000		J. G. Boehling
" 16	9426		Norfolk.....	25,000		J. E. Heath
" 16	9427		Roanoke.....	25,000		E. B. Spencer
" 16	9428		Norfolk.....	50,000		Lula E. Fentress
" 19	9430		Roanoke.....	5,000		Jno. A. Rowana
" 19	9431		Ballston.....	5,000		G. W. Blankenship
" 19	9432		Norfolk.....	100,000	J. F. East.....	B. B. Halstead
" 19	9433		Pennington Gap.....	15,000	R. L. Pennington.....	C. E. Cook
" 19	9434		Portsmouth.....	10,000	C. T. Bland.....	J. W. MacDonald
" 20	9435		Alexandria.....	65,000	R. M. Pettit.....	Wm. H. Heymel
" 25	9437		Lynchburg.....	15,000	J. L. Meem.....	C. L. Kinnier
" 20	9439		Norfolk.....	10,000	J. W. Gerow.....	R. B. Myers
" 20	9439		Roanoke.....	100,000	Jos. Stras.....	J. E. Pitman
" 20	9440		Richmond.....	40,000	Geo. D. Thaxton, Jr.....	W. R. Lecky
" 22	9441		Norfolk.....	15,000	Richard Banner.....	J. E. Bidgood
" 22	9442		Danville.....	25,000	E. L. Dodson.....	C. B. Guerrant
" 22	9443		Norfolk.....	15,000	R. F. Hanbury.....	W. J. Atwood
" 22	9444		Stuart.....	5,000	W. H. Wimbiash.....	J. M. Hooker
" 22	9445		Norfolk.....	100,000	T. W. Williams.....	W. J. Kemp

23	9447	.....	Milford	25,000	W.	.....	C. W. Butterworth
24	9448	.....	Lynchburg	50,000	J.	.....	O. D. Riley
25	9449	.....	Konnarock	250,000	M.	.....	A. J. Diabold
25	9450	.....	Roanoke	10,000	C.	.....
25	9451	.....	Staunton	15,000	J.	.....
25	9452	.....	Richmond	100,000	M.	.....
25	9453	.....	Suffolk	25,000	A. G	Norfolk	
25	9454	.....	Roanoke	15,000	Jas. P. Hart	.....
25	9455	.....	Richmond	300,000	.....	.....
Apr. 2	9457	.....	Portsmouth	.....	.....	.....
9458	.....	.....	Norfolk	5,000	.....	.....
9459	.....	.....	Richmond	50,000	.....	.....
27	9460	.....	Lynchburg	15,000	.....	.....
27	9461	.....	Middletown	25,000	.....	.....
27	9462	.....	Portsmouth	5,000	.....	.....
27	9463	.....	Harvey's Wharf	100,000	.....	.....
28	9464	.....	Richmond	20,000	.....	.....
28	9465	.....	Richmond	300,000	.....	.....
28	9466	.....	Suffolk	10,000	.....	.....
29	9468	.....	Roanoke	1,500,000	.....	.....
29	9470	.....	Richmond	500,000	.....	.....
29	9471	.....	Richmond	100,000	.....	.....
29	9472	.....	Richmond	5,000	.....	.....
Apr. 1	9475	.....	Richmond	50,000	.....	.....
1	9476	.....	Roslyn	5,000	.....	.....
1	9477	.....	Portsmouth	10,000	.....	.....
1	9478	.....	Roanoke	50,000	.....	.....
1	9479	.....	Norfolk	50,000	.....	.....
1	9480	.....	South Boston	100,000	.....	.....
1	9481	.....	Portsmouth	15,000	.....	.....
1	9482	.....	Roanoke	25,000	.....	.....
2	9483	.....	Norfolk	25,000	.....	.....
3	9487	.....	Richmond	15,000	.....	.....
4	9489	.....	Fleeton	200,000	.....	.....
4	9490	.....	Norfolk	5,000	.....	.....
4	9491	.....	Norfolk	15,000	.....	.....
4	9492	.....	Norfolk	5,000	.....	.....
5	9493	.....	Emporia	125,000	.....	.....
8	9494	.....	Alexandria	200,000	.....	.....
8	9496	.....	Richmond	25,000	.....	.....
8	9497	.....	Norfolk	350,000	.....	.....
9	9498	.....	Richmond	15,000	.....	.....
9	9500	.....	Alexandria	100,000	.....	.....
9	9501	.....	Richmond	.....	.....	.....
9	9502	.....	Norfolk	.....	.....	.....
10	9503	.....	Norfolk	15,000	.....	.....
10	9504	.....	Norfolk	15,000	.....	.....
10	9505	.....	Richmond	300,000	.....	.....
10	9506	.....	Danville	15,200	.....	.....
10	9507	.....	Norfolk	15,000	.....	.....
11	9509	.....	Cassie	10,000	.....	.....
11	9510	.....	Norfolk	50,000	.....	.....

LIST OF CHARTERS—CONTINUED.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary
Apr. 11	9511	.....	Norfolk.....	\$ 50,000	Benj. Margollus.....	S. E. Myers
" 12	9512	.....	Wakefield.....	15,000	F. S. Taylor.....	J. S. White
" 13	9513	.....	Norfolk.....	50,000	Philip Peterson.....	Harry Bothman
" 14	9514	.....	Clarendon.....	50,000	D. F. Platt.....	R. J. Van Valin
" 16	9515	.....	Norfolk.....	15,000	E. L. King.....	G. F. Bailey
" 16	9517	.....	Richmond.....	20,000	A. W. Evans.....	Chas. P. Bigger
" 16	9518	.....	Harrisonburg.....	25,000	Julius Wine.....	Otto A. Wise
" 16	9519	.....	South Hill.....	10,000	R. E. Yancey.....	N. G. Smith
" 16	9520	.....	Quickaburg.....	25,000	A. C. Neff.....	C. E. Neff
" 16	9521	.....	Alexandria.....	50,000	J. R. Zimmerman, Jr.....	H. N. Garner
" 16	9522	.....	Norfolk.....	50,000	James H. Dixon.....	J. W. Bolling
" 16	9523	.....	Richmond.....	25,000	Jno. B. Lightfoot, Jr.....	D. B. Winfrey
" 16	9524	.....	Richmond.....	50,000	J. T. Anderson.....	W. O. Worthen
" 17	9525	.....	Alexandria.....	100,000	E. W. Woodward.....	B. W. Parker
" 17	9526	.....	Suffolk.....	25,000	C. C. Thompson.....	P. G. Everett
" 17	9527	.....	Portsmouth.....	5,000	J. W. Johnson.....	S. F. King
" 17	9528	.....	Emporia.....	25,000	P. L. Reed.....	J. C. Warren, Jr.
" 17	9529	.....	Staunton.....	25,000	Albert Schults.....	F. L. Oliver
" 18	9530	.....	Portsmouth.....	50,000	R. A. Bulloch.....	F. N. Billsoly
" 18	9531	.....	Suffolk.....	15,000	Herbert West.....	E. R. Roberts
" 22	9532	.....	Richmond.....	200,000	J. D. Dabney, Jr.....	Geo. H. Lowe
" 18	9534	.....	Alexandria.....	25,000	L. W. De Motte.....	Jno. B. De Motte
" 18	9535	.....	Richmond.....	200,000	H. W. Buck.....	Joseph Morji
" 19	9536	.....	Norfolk.....	5,000	R. M. Wilkinson.....	G. F. Wilkinson
" 19	9537	.....	Purcellville.....	25,000	E. A. Cockey, Jr.....	J. W. Gregg
" 19	9538	.....	Rosnoke.....	500,000	D. W. Flicker.....	F. W. Wood
" 19	9539	.....	Staunton.....	10,000	J. H. Allen.....	J. W. Childress
" 23	9540	.....	Warsaw.....	5,000	P. P. Lipcomb.....	W. T. Tyler
" 23	9541	.....	Chilhowie.....	5,000	W. C. Parks.....	Jas. E. McSpadden
" 23	9542	.....	Rosnoke.....	60,000	.....	H. C. Kelsey
" 23	9543	.....	Lynchburg.....	1,000	.....	C. A. Harrison
" 23	9544	.....	Alexandria.....	25,000	.....	J. E. Schwarzman
" 23	9545	.....	Staunton.....	50,000	.....	L. W. H. Payton
" 23	9546	.....	Norfolk.....	60,000	.....	E. F. Miller
" 23	9547	.....	Alexandria.....	30,000	W. T. Chantland.....	Henry Errie
" 23	9548	.....	Suffolk.....	60,000	Geo. B. Walton.....	J. H. Lilliston
" 24	9549	.....	Norfolk.....	100,000	.....	W. G. Davis
" 24	9550	.....	Claremont.....	15,000	.....	W. H. Costenbader
" 24	9551	.....	Alexandria.....	5,000	.....	A. L. Uhler
" 25	9552	.....	Norfolk.....	15,000	.....	A. Brooke Taylor
" 25	9553	.....	Rosnoke.....	20,000	.....	H. G. Douthat
" 25	9554	.....	Alexandria.....	150,000	.....	A. E. L. Leckie
" 25	9555	.....	Richmond.....	100,000	.....	L. H. C. Whitehead
" 26	9556	.....	Richmond.....	50,000	.....	L. M. N. Basile

29	9559	Richmond	60,000	J. M. Haum	S. Bowman
29	9560	Roanoke	5,000	R. E. Lybrook	Mrs. J. W. Robinson
29	9561	Richmond	10,000	E. H. Knege	E. S. Knox
30	9562	Roanoke	5,000	James Bowman	W. C. Sheen
30	9563	Savage	10,000	W. O. Rogers	J. H. Rogers
30	9564	Alexandria	200,000	L. Wolford	Geo. D. Hopkins
30	9565	Norfolk	50,000	J. N. Vaughan	W. R. Johnson
30	9566	Richmond	15,000	C. B. Cooke	Chas. R. Cooke
30	9567	Alexandria	5,000	F. H. M. Murray	F. M. Murray
30	9568	Winchester	2,000	R. M. Ward	T. R. Cather
30	9569	Richmond	50,000	Lee Peachall	B. E. Boothe
30	9570	Richmond	20,000	A. C. Parker	J. H. Bagby
30	9571	Richmond	15,000	C. B. Davis	Earl Mann
30	9572	Richmond	10,000	M. E. Rasb	M. G. Thalheimer
30	9573	Morrisville	25,000	W. C. Pearce	Mary Pearce
30	9574	Fishersville	5,000	F. S. Boyd	W. R. Bailey
30	9575	Richmond	15,000	J. B. Morgan	M. A. Ross
30	9576	Richmond	100,000	A. R. Holladay	Ro. B. Campbell
30	9577	Norfolk	1,300,000	R. B. Tunstall	W. B. Walker
30	9578	Big Stone Gap	10,000	J. R. Paull	J. R. Cox
30	9579	Norfolk	100,000	John Cobbeth	James Harris
30	9580	Norfolk	15,000	Percy Walker	Emory Tynes
30	9581	Lynchburg	15,000	M. H. Shumway	C. M. Rogers
30	9582	Norfolk	15,000	N. F. White	N. F. Levy
30	9583	Abingdon	25,000	T. W. Preston	B. G. Preston
30	9584	Richmond	100,000	Jake Wells	A. G. Collins
30	9585	Richmond	15,000	G. C. Dula	A. S. Williams
30	9586	Danville	25,000	J. W. Boswell	W. T. Graveley
30	9587	Clarendon	50,000	E. H. Bauer	W. W. Barnes
30	9588	Hampton	15,000	F. H. Couch	R. V. Richardson
30	9589	Norfolk	15,000	W. H. Taylor	W. B. Baldwin
30	9590	Roanoke	50,000	J. H. Shelton	M. E. Shelton
30	9591	Norfolk	100,000	J. L. Bradshaw	James Mann
30	9592	Richmond	50,000	H. D. Eichelburger	Wm. B. West
30	9593	Strasburg	5,000	Wm. A. Danner	D. T. Good
30	9594	Norfolk	10,000	H. H. Prinos	C. A. Halle
30	9595	University of Virginia	10,000	R. T. W. Duke, Jr.	J. F. S. Duke
30	9596	Richmond	300,000	C. E. Tandy	H. C. Stradford
30	9597	Richmond	5,000	A. L. McClellan	J. M. Priest
30	9598	Elkton	5,000	J. L. Hopkins	H. A. Fix
30	9599	Charlottesville	5,000	Jacob Jaegers	L. R. Buskey
30	9600	Emory	5,000	J. P. McConnell	J. R. Hunter
30	9601	Norfolk	10,000	L. W. Burke	E. Hopkins
30	9602	Richmond	10,000	M. J. Bunting	J. L. Bunting
30	9603	Timberville	15,000	E. M. Minnick	W. C. Hoover
30	9604	Norfolk	15,000	Harry Levy	B. A. Koteen
30	9605	Richmond	50,000	C. B. Williams	P. A. Flynn
30	9606	Swansboro	15,000	C. H. Dorset	B. J. Stanley
30	9607	Norfolk	15,000	Geo. S. Face	L. C. Page
30	9608	Portsmouth	5,000	H. Guld	L. Guld
30	9609	Rice	5,000	J. H. Foster	Wm. Hardaway

LIST OF CHARTERS—CONTINUED.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary
May 18	9631		Roanoke	\$ 50,000	J. D. Jensen	A. S. Pflueger
" 18	9632		Petersburg	5,000	G. M. Knight	J. A. Dennis
" 18	9633		Norfolk	45,000	S. M. Price	A. P. Page
" 21	9634		Alexandria	25,000	Wm. D. Allen	C. M. Ackerman
" 21	9635		Stony Creek	10,000	J. S. Newell	G. M. Inman
" 21	9637		Norfolk	10,000	J. W. Hough	R. B. Spindle, Jr.
" 22	9638		Portsmouth	50,000	H. L. Maynard	T. J. Wool
" 22	9639		Broadway	3,000		I. N. Zigler
" 27	9641		Culpeper	25,000		J. L. Fray
" 23	9632		White Post	50,000		W. G. Eager
" 24	9636		Richmond	15,000		L. R. Muenheimer
" 24	9637		Richmond	100,000		J. J. Diamond
" 24	9638		Staunton	50,000	Noble C. Williams	Jacob Hevener
" 24	9639		Bristol	25,000	E. K. Crymbee	C. M. Minnieh
" 24	9640		Dillwyn	25,000	J. L. Anderson	J. B. Haues
" 27	9643		Richmond	90,000	Thos. B. Gay	H. H. Chalkley
" 27	9644		Richmond	100,000	C. G. Harris	E. S. Evans
" 28	9645		Richmond	40,000,000	E. G. Hines	Alfred Gregory
" 29	9646		Richmond	200,000	Thomas Gresham	R. H. Bruce
" 31	9647		Richmond	40,000	C. W. Taylor	E. F. Taylor
" 31	9648		Danville	10,000	E. B. Mesde	R. E. Wash
" 31	9649		Alexandria	100,000	T. R. Fitzgerald	I. Cohen
" 31	9651		Petersburg	25,000	Benjamin Harrison	J. N. Harrison
" 31	9652		Norfolk	25,000	W. T. Core	Wm. W. Old, Jr.
" 31	9653		Martinsville	5,000	Wm. A. Barr	A. B. Gravely
" 31	9654		Richmond	25,000	W. H. Woodward	J. A. Schwalim
" 31	9655		Portsmouth	50,000	W. F. McGlone	J. T. P. Cross
" 31	9656		Richmond	8,000,000	H. G. Buchanan	R. A. Dana
" 31	9656		Richmond	30,000	A. D. Atkinson	J. M. Atkinson
June 4	9657		Fredericksburg	100,000	Benj. Purvis	C. L. Reid
" 4	9658		Norfolk	10,000	A. S. Machen	L. B. Hyslop
" 4	9659		Richmond	15,000	I. N. Donati	D. J. Donati
" 4	9660		Pennington Gap	15,000	E. R. King	R. E. L. Chumbley
" 4	9662		Norfolk	25,000	Wm. Leckie	Frank Bain
" 4	9663		Coeburn	50,000	Aaron Russ	C. O. Ramsey
" 4	9664		University of Virginia		Carrington Williams	W. A. Lambeth
" 4	9665		Norfolk		S. S. Land	P. B. Warren
" 4	9666		Richmond	15,000	J. C. Kent	Leon M. Basile
" 5	9667			15,000	H. P. P. Drummond	R. C. Biddle
" 6	9670			15,000	M. S. Stringfellow	R. W. Shultice
" 6	9671			25,000	Geo. Cawley	M. J. Campbell
" 6	9672			20,000	W. F. Powell	V. W. Moore
" 6	9673			25,000	E. F. Atwood	A. H. Atwood
" 7	9674			25,000	Geo. W. Stuart	C. R. Riley
" 7	9675					

LIST OF CHARTERS—CONTINUED.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary
June 29	9742		Richmond	\$ 15,000	Jno. W. Sowers	J. C. Davis
July 2	9743		Dundas	10,000		Milton Wells
" 2	9744		Petersburg	15,000		H. S. Seward
" 2	9745		Tip Top	25,000		John Walters
" 2	9746		Fairfax	5,000		J. C. Hunter
" 2	9747		Spencer	50,000		David S. Bill
" 2	9748		Dendron	15,000		L. E. Johnson
" 5	9749		Roanoke	200,000	Geo. H. P. Cole	Jno. W. Penn
" 2	9750		Gloucester, C. H.		John N. Tabb	Percival Hicks
" 3	9751		Strasburg	100,000	Chas. H. Stark	J. W. Eberly
" 3	9752		Norfolk	5,000	M. R. Sanderlin	Joseph Kesser
" 3	9753		Norfolk	5,000	W. L. Baldwin	R. B. Myers
" 3	9754		Falls Mills	200,000	Les J. Barbee	Warren W. Cline
" 3	9755		Richmond	2,500,000	A. E. Watts	J. S. Perry
" 3	9757		Richmond		O. H. Funsten	F. M. Boykin
" 5	9758		Clifton Forge	25,000	W. G. Dudley	L. W. Farrier
" 5	9761		Richmond	50,000	D. A. Kuyk	R. H. Williams
" 5	9762		Norfolk	50,000	A. J. Morris	H. D. Johnson
" 9	9764		Newport News		T. J. Barham	William Falconer
" 9	9765		Norfolk	15,000	M. R. Page Lee	A. R. Stansbury
" 9	9768		Richmond	50,000	Jas. P. Jones	W. J. Fisher
" 10	9769		Norfolk	25,000	R. R. Moore	J. L. Simmons
" 10	9770		Richmond	100,000	Thomas B. Gay	H. H. Chalkley
" 11	9772		Richmond	50,000	Lewis C. Boesher	Greer Baughman
" 11	9773		McLean	25,000	Robert T. Hough	D. S. Mackall
" 11	9774		Bedford City	50,000		Nelson Sale
" 11	9775		Alberta	175,000		D. T. Kennedy
" 11	9776		Alberta	15,000		D. T. Kennedy
" 11	9777		Richmond			L. B. Stern
" 12	9778		Norfolk	50,000		S. S. Keeling
" 12	9779		Newport News	100,000	J. F. Greear	J. H. LeConay
" 12	9781		Troutdale	50,000	E. S. Jones	R. L. Greear
" 16	9786		Hampton	20,000	C. C. Wertenbaker	H. E. Kimberly
" 16	9787		Charlottesville	10,000	C. Ridgway Moore	J. C. Noel
" 17	9788		Richmond	1,000,000		W. N. Saunders
" 18	9789		Benefit Society, In-			
" 18	9790		Richmond		A. W. Holmes	S. W. Johnson
" 16	9791		Roanoke	50,000	Geo. W. Hutchinson	W. B. Bates
" 16	9792		West Point	300,000	Crosby Thompson	B. E. Booth
" 17	9794		Norfolk		H. M. Dickson	H. N. Castle
" 17	9796		Norfolk	5,000	S. B. Turner	S. E. Smith
" 19	9797		Norfolk	25,000	E. E. Etheridge	J. H. Etheridge
" 19	9797		Rocky Mount		M. F. Jones	W. A. Bond

19	9798	Richmond	15,000	J. C. Van Pelt
19	9799	Richmond	10,000	W. J. Herndon
19	9800	Portsmouth	10,000	R. F. Wilson
19	9801	Alexandria	100,000	C. H. Lambert
19	9802	Richmond	50,000	William Catlin
19	9803	Norfolk	50,000	T. R. Locklider
21	9804	Petersburg	15,000	J. N. Harrison
22	9805	Norfolk	5,000	Frank Brunk
22	9806	Norfolk	15,000	Chas. F. Harper
22	9808	Suffolk	5,000	A. B. Ballard
22	9809	Groton	15,000	R. T. Dabney
23	9810	Damascus	50,000	Geo. M. Warren
23	9811	Petersburg	50,000	Geo. D. Jones
23	9813	Richmond	50,000	W. A. Phelps
24	9814	Roselyn	15,000	Jno. M. Daniel
24	9815	Big Stone Gap	15,000	B. F. Smith
24	9817	Richmond	100,000	R. Francis Wood
25	9818	Richmond	150,000	W. U. Ogletree
25	9819	Lynchburg	50,000	T. D. Christian
25	9820	Richmond	100,000	J. F. Strother
25	9821	Green Bay	10,000	T. Y. Price
25	9822	Richmond	2,000,000	H. H. Chalkley
26	9825	West Point	25,000	S. H. Wilkison
26	9826	Norfolk	5,000	H. L. Jennings
26	9827	Lynchburg	25,000	W. H. Thompson
29	9829	Newport News	10,000	W. P. Estes
Aug. 6	9830	Lynchburg	50,000	E. F. Ebelin
July 29	9831	Richmond	15,000	A. Breitbard
29	9832	Richmond	10,000	A. Breitbard
30	9833	Richmond	50,000	B. C. Southern
31	9834	Richmond	1,000,000	O. Raymond Brown
31	9835	Norfolk	25,000	J. W. Jackson
31	9836	Alexandria	200,000	W. W. Griffith
Aug. 1	9837	Hot Springs	10,000	Henry Albert
1	9838	Roanoke	10,000	W. P. Campbell
1	9840	Alexandria	25,000	R. R. Barnard
1	9841	Burkeville	20,000	H. E. Horner
2	9842		15,000	D. W. Mallory
6	9843		10,000	D. A. Lyon, Jr.
6	9844		300,000	W. H. Howard
6	9845		15,000	W. J. Bohannon
6	9846		10,000	J. E. Waterfield
6	9847		20,000	Wm. Gaines
6	9850	Richmond	100,000	B. E. Booth
8	9851	Richlands	10,000	M. M. Hanks
8	9852	Richmond		W. T. Turner
8	9853	Altavista	25,000	P. F. Hardison
8	9854	Staunton	250,000	M. F. Maury
8	9855	Petersburg	5,000	B. F. Stewart
8	9856	Richmond	30,000	J. T. Bethel
9	9857	Claremont		Wm. Dillard
9	9858	Norfolk	5,000	B. C. Stell
				Walker D. Stuart
				W. A. Johnson
				R. L. Cawley
				G. H. Johnson
				J. F. Bowell
				J. H. Martin
				John Moyer
				Wm. E. Crawford
				J. E. Lane
				E. E. Mandeville
				M. A. Finn
				M. M. Burke
				Jno. J. Smallwood
				S. D. Scott

LIST OF CHARTERS—CONTINUED

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary
Aug. 14	9859		Blackstone	\$ 6,000	W. B. Agnew	Anna F. Wilkins
" 14	9860		Richmond	10,000	R. W. Cary	W. B. West
" 14	9861		Salem	150,000	A. W. Conway	M. S. Conway
" 14	9862		Victoria	20,000	C. R. Stokes	R. S. Weaver
" 14	9863		Norfolk	6,000	H. S. Coles	A. Brinkley
" 14	9864		Wytheville	50,000	M. L. Harrison	C. A. Ryburn
" 14	9865		Richmond	200,000	C. I. Johnson	M. C. Loving
" 14	9866		Covington	25,000		H. W. Steine
" 15	9867		Danville	10,000		P. P. Boothe
" 15	9868		Roanoke	150,000		W. B. Bates
" 15	9869		Richmond	50,000		S. W. Travers
" 21	9870		Norfolk	10,000		A. C. Dillingham
" 21	9871		Newport News	25,000		J. K. Wilkins, Jr.
" 21	9872		Stuart	50,000	Jas. L. Martin	J. C. Shockley
" 21	9873		Hampton	15,000	M. H. Morgan	E. R. Page
" 22	9874		Norfolk	25,000	W. E. Thomas	H. G. Avery
" 22	9875		Brookneal	5,000	W. L. Williams	Thos. H. Steele
" 22	9876		Martinsville	25,000	M. B. Koger	W. J. Bassett
" 22	9877		Staunton	25,000	C. N. Hiner	C. H. Powers
" 22	9878		Norfolk	100,000	J. C. Byars	J. P. Holland
" 23	9880		Lexington	10,000	L. M. Lyons	L. Black
" 23	9881		Tazewell	10,000	W. L. Moore	Henry Preston
" 23	9882		Roanoke	25,000	C. M. Armes	M. Sterne
" 27	9883		Roanoke	25,000	H. C. Elliott	H. W. Fry
" 27	9884		Richmond	200,000	William Rueger	Louis Rueger
" 26	9885		Lynchburg	50,000	D. C. Kennedy	Avon Jacobs
" 26	9886		Pulaski	25,000	M. C. Bane	H. H. Painter
" 27	9889		Norfolk	20,000	N. J. Land	B. G. Pollard
" 27	9890		Petersburg	20,000	M. Williams	W. J. Purdy
" 28	9891		Richmond	10,000	W. C. Boyd	L. H. Mundin
" 28	9892		Lynchburg	15,000	W. P. Musick	S. J. Musick
" 28	9893		Roanoke	25,000	E. M. Funkhouser	H. C. Elliott
" 28	9894		Roanoke	25,000	D. M. Clark	W. W. Wright
" 28	9895		Danville	10,000	M. I. Heesberg	G. W. Reicher
" 28	9896		Petersburg	750,000	A. P. Bernard	R. L. Baker
" 29	9899	ny, incorpor-				
" 29	9900		Richmond	50,000	R. L. Patram	B. F. Patram
" 29	9901		Richmond	25,000	P. T. Barrow	J. F. Strother
" 29	9902		Richmond	50,000	C. C. Michie	A. H. Lane
" 29	9903		Culpeper	10,000	E. Jackson Eggborn	C. T. Quinn
" 29	9904		Alexandria	500,000	J. C. Cooper	G. M. Craig
" 29	9905		Covington	100,000	Jas. S. Ham	M. S. Noffsinger
" 29	9906		Lynchburg	25,000	W. L. Moorman	J. B. Jennings
" 29	9907		Radford	15,000	W. M. Delp	H. T. Roberts

LIST OF CHARTERS—CONTINUED.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary
Sept. 27	9970		Richmond	\$35,000,000	Thomas B. Gay	H. H. Chalkley
" 27	9971			50,000	Felton Bent	F. R. Ruth
" 27	9972	ation		5,000	Peter W. Covington	Thos. Covington, Jr.
" 27	9973				J. F. O'Callahan	G. Eakins
" 27	9974			5,000	J. R. Legg	R. L. Wood
" 30	9975			10,000	Jno. W. Capps	S. G. Long
" 30	9976			15,000	Mrs. C. J. Simpson	Charles O. Baylor
" 30	9977			10,000	J. E. Lind	M. S. Farmer
" 30	9978		Falls Church		Thomas L. Ames	Annie E. Morris
" 30	9979		Townsend	10,000	T. A. Broadus	G. A. Carr
" 30	9981		Richmond	500,000	Jos. W. Seward	Richard D. Gilliam
" 30	9982		Petersburg	100,000	R. H. Harwood	William Todd
Oct. 1	9983		Richmond			
" 1	9984	of Wash				
" 1	9986		Alexandria	15,000	S. A. Shulman	Nathan Steitz
" 2	9987		Norfolk	15,000	A. W. Kemp	W. E. Coley
" 3	9988		Lynchburg	50,000	W. J. Almond	Frank H. Almond
" 3	9989		Harris Grove	15,000	Thomas S. Harris	Annie L. Harris
" 3	9990		Mathews C. H.		W. E. Fichett	N. B. Weston
" 3	9991		Richmond	50,000	Julien Binford	Fred D. Mason
" 3	9992		Richmond	5,000	Robt. W. Wood	C. A. Wood
" 4	9993		Luray		Rev. J. H. Redd	Luther Beasley
" 4	9994		Norfolk	5,500	Branch Johnson	Hammond Johnson
" 4	9995		Roanoke	40,000		L. B. Bull, Jr.
" 7	9996		Richmond	10,000		I. G. Richards
" 7	9997		Portsmouth	15,000		L. N. Mauck
" 7	9999		Indian Rock	140,000		J. William Leigh
" 7	10001		Roanoke	10,000		L. P. Dillon
" 7	10002		Petersburg	50,000		M. M. Caldwell
" 8	10004		Roanoke	50,000		W. D. Blanks
" 8	10006		Roanoke	10,000	B. D. Ferguson	J. A. Martin
" 8	10007		Gargatha	10,000	D. W. Barnes	W. D. Adams
" 8	10008		Richmond	50,000	Michael Doyle	Martha Barry
" 8	10009		Richmond	15,000	Julian C. Anderson	R. F. Gaskins
" 10	10011		Brookneal	50,000	O. B. Burrell	W. L. Williams
" 10	10012		Alexandria	15,000	H. B. Goldsmith	M. M. Marks
" 10	10013		Staunton	5,000	Jas. L. Templeton	Jesse M. Bretton
" 10	10014		Lahore	5,000	W. N. Green	J. H. Estes
" 10	10015	and Rescue				
" 10	10016		Hampton		S. A. Howell	R. H. Spivey
" 11	10018		Lexington	50,000	E. McD. Moore	G. Weis
" 11	10020		Norfolk	8,000	W. W. Ritter	F. W. Ritter
" 11	10021		Lynchburg	20,000	T. E. McLaughlin	Cornelius Gilbert
" 11	10031		Richmond		W. J. D. Bell	E. W. King
" 12	10033		Charlottesville	25,000	W. B. Jones	E. L. Thurston

12	10023	Richmond	3,500,000	Lewis Pilcher
17	10024	Riner	25,000	G. T. Surface
18	10025	Lynchburg	25,000	S. G. Hamner
18	10027	Chubland	50,000	C. W. Coleman
15	10028	Richmond	25,000	F. T. Murphy
15	10029	Richmond	25,000	Jao. A. Ellett
16	10034	Hampton	50,000	R. M. Booker
16	10035	Richmond	50,000,000	Gray Miller
17	10036	Snowden	150,000	Hugh Williams
17	10038	Brandon	5,000	F. Otway Byrd
19	10040	Hiwassee	50,000	D. A. Macphie
19	10041	Winchester	300,000	Shirley Carter
19	10042	Richmond	5,000	Mrs. A. Garabedian
22	10043	Roanoke	15,000	John J. Garvin
22	10043	Richmond	5,000	Jay Lewis
22	10046	Norfolk	16,000	B. Abraham
23	10047	Portsmouth	2,500	Thomas Elliott
23	10048	Norfolk	15,000	Harry Hofheimer
23	10049	Beckerville	75,000	C. M. Gordon
23	10050	Blackstone	10,000	E. S. Bennett
23	10051	Richmond	1,000,000	Robert G. Cabell
23	10052	Richmond	15,000	J. F. Hanselman
24	10053	Mineral	25,000	W. P. Burch
24	10054	Richmond	25,000	O. L. Godwin
24	10057	Richmond	10,000	Gertrude McGovern
24	10058	Charterfield County	10,000	J. W. Milby
25	10059	Norfolk	20,000	Lewis M. Kinchard
25	10061	Sedley	25,000	R. L. Ratford
26	10062	Roanoke	40,000	
26	10063	Portsmouth	2,500	
26	10064	Norfolk	25,000	
28	10066	Norfolk	500,000	
28	10069	Richmond	100,000	
29	10070	Norfolk	2,000	
29	10071	Richmond	25,000	Wm. Crump Tucker
30	10072	Richmond	50,000	M. J. Nuckols
30	10073	Richmond	50,000	C. R. Davenport
30	10074	Richmond	30,000	A. C. Herman
30	10075	Richmond	20,000	Jas. B. Bateman
31	10076	Alexandria	25,000	Jno. W. Monroe
Nov. 4	10078	Christiansburg	10,000	G. B. Kippe
Oct. 31	10077	Richmond	100,000	L. D. Booth
31	10078	Richmond	1,000	Chas. James
Nov. 1	10080	Richmond	50,000	A. L. V. Wiehle
1	10081	Hamden	75,000	C. B. Guthrie
1	10082	Richmond	25,000	A. C. Woodbridge
4	10083	Newport	25,000	M. P. Farrier
4	10084	Lynchburg	100,000	S. M. Jones
4	10085	Richmond	100,000	W. L. Kerr
4	10086	Phenix	15,000	Walter Sparklin
6	10087	Roanoke	25,000	P. R. Greer
9	10088	Richmond	50,000	M. P. Bonifant
				John P. Branch
				Ware B. Gay
				R. F. Burnham
				A. A. Adkins
				H. B. McGovern
				Chas. W. Payne
				G. T. Greer
				M. P. Bonifant

LIST OF CHARTERS—CONTINUED.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary
Nov. 6	10089	.....	Spring Grove.....	\$ 5,000	O. J. Schubert.....	A. H. Ochaneer
" 6	10091	.....	Richmond.....	.....	Geo. S. Creshaw.....	A. P. James
" 6	10092	.....	Richmond.....	.....	J. L. Hill.....	H. W. Ware
" 6	10093	.....	Green Springs.....	5,000	W. T. McConnell.....	Guy McConnell
" 7	10095	.....	Richmond.....	50,000	H. D. Eichelberger.....	B. A. Ruffin
" 7	10096	.....	Alexandria.....	10,000	J. M. Hopkins.....	S. S. Johnson
" 7	10098	.....	Norfolk.....	10,000	Braden Vandeventer.....	F. A. Gilbert
" 7	10099	.....	Richmond.....	25,000	W. Leon Hall.....	J. H. Hall, Jr.
" 7	10100	.....	Richmond.....	10,000,000	Thomas B. Gay.....	H. H. Chalkley
" 7	10101	.....	Richmond.....	200,000	S. Henry Evans.....	A. T. Shepherd
" 8	10102	.....	Suffolk.....	15,000	A. Woolford.....	C. E. Hargrave
" 8	10103	.....	Lynchburg.....	25,000	W. W. Robinson.....	A. P. Pettyjohn
" 8	10104	.....	Big Stone Gap.....	10,000	H. E. Fox.....	W. R. Peck
" 12	10107	.....	Richmond.....	2,500	F. J. Zacc.....	Mary Zacc
" 12	10108	.....	Norfolk.....	15,000	Wm S. Bensten.....	Chas. H. Chapman
" 12	10109	.....	Colonial Beach.....	5,000	F. W. Alexander.....	H. B. Williams
" 12	10110	.....	Bristol.....	25,000	L. C. King.....	E. A. Lockwood
" 12	10111	.....	Richmond.....	350,000	Jno T. Boone.....	A. M. Knox
" 12	10113	.....	Staunton.....	50,000	W. G. Eager.....	.....
" 12	10115	.....	Richmond.....	1,500,000	.....	.....
" 13	10116	.....	Norfolk.....	10,000	.....	.....
" 13	10117	.....	Heathsville.....	100,000	.....	.....
" 13	10118	.....	Franklin.....	15,000	.....	.....
" 13	10119	.....	Rossmore.....	150,000	.....	.....
" 13	10120	.....	Alexandria.....	50,000	.....	.....
" 14	10121	.....	Campbell Co.....	50,000	.....	.....
" 15	10122	.....	Danville.....	50,000	.....	.....
" 15	10124	.....	Norfolk.....	50,000	A. D. Greene.....	A. F. Patton
" 22	10126	.....	Richmond.....	50,000	H. Susman.....	J. N. Greene
" 22	10127	.....	Norfolk.....	5,000	A. B. Court.....	J. A. Davis
" 22	10128	.....	Norfolk.....	200,000	A. Brooke Taylor.....	D. V. Chadwick
" 22	10129	.....	Richmond.....	50,000	.....	Jno. A. Palmer, Jr.
" 22	10130	.....	Petersburg.....	200,000	.....	Richard Riley
" 22	10131	.....	Alexandria.....	10,000	.....	J. P. Barnard
" 22	10132	.....	Norfolk County.....	18,000	.....	Anson S. Taylor
" 22	10133	.....	Richmond.....	10,000	.....	Chas. R. D. Reed
" 22	10134	.....	Norfolk.....	10,000	.....	B. M. Gwathmey
" 22	10135	.....	Norfolk.....	10,000	.....	J. O. Persons
" 22	10136	.....	Norfolk.....	25,000	.....	J. H. Totten
" 22	10138	.....	Manassas.....	30,000	.....	R. M. Heth
" 23	10137	.....	Lynchburg.....	15,000	.....	Frances W. Allen
" 23	10140	.....	Richmond.....	24,000	Alpheus Winter.....	Harvey Baker
" 23	10141	.....	Herndon.....	5,000	H. C. N. Batten.....	A. L. V. Wiehle
" 26	10142	.....	Creeds.....	8,000	.....	R. T. Etheridge
" 26	10143	.....	Norfolk.....	8,000	E. H. Cunningham.....	Armistead Borland

LIST OF CHARTERS—CONTINUED.

Date	No.	Location Principal Office	Maximum Capital Stock	President	Secretary
Dec. 13	10206	Oak Grove		W. H. Price	F. W. Alexander
" 16	10207	Richmond	\$ 1,500,000	Ernest B. Flippen	John B. Marsh
" 16	10208	Richmond	30,000	B. F. Smith	C. H. Mifflin
" 16	10209	Richmond	100,000	Ernest B. Flippen	H. H. Chalkley
" 16	10210	Richmond	50,000	R. Lee Chambliss	C. T. Allen
" 16	10211	Alberta		Frank Talbott	C. G. Holland
" 17	10212	Danville	150,000	W. W. Woodward	H. T. Hedrick
" 17	10213	Norfolk	5,000	R. S. Ellyson	Lewis H. Roaher
" 17	10215	Richmond	10,000	L. Ray Temple	M. B. Rudd
" 17	10216	Richmond	5,000	J. Goldstein	Moses Roman
" 17	10217	Danville	100,000	Geo. M. Guild	C. O. Johnson
" 17	10218	Norfolk	10,000	John H. Wulff	C. E. Wulff
" 17	10219	Richmond	50,000	E. S. Evans	W. S. Hough
" 17	10223	Richmond	25,000	R. C. Thompson	M. S. Cantor
" 19	10224	Danville	6,000	B. H. Powell	R. H. Powell
" 19	10225	Roanoke	300,000	Guy Darr	S. E. Puckette
" 19	10226	Bristol	5,000		H. H. Chalkley
" 19	10228	Richmond	11,000,000		Ernest B. Flippen
" 20	10229	Richmond	500,000		W. R. Swett
" 20	10230	Roanoke		John G. Graham	V. Ward Boswell
" 23	10233	Alexandria	25,000	P. W. Paxson	G. W. M. Taylor
" 23	10234	Newport News	10,000	B. F. Brook Sewell	J. Boyd Bland
" 23	10235	Richmond	5,000	R. A. Figgatt	R. K. Stewart
" 23	10236	Roanoke		Lloyd Bohannon	John Kekity, Jr.
" 24	10237	Norfolk	50,000	Ernest Williams	Herbert L. Williams
" 24	10238	Lynchburg	300,000	G. T. Elliott	D. P. Elliott
" 24	10239	Hampton	15,000	A. S. White	W. U. Foster
" 28	10240	Lynchburg	100,000	Richard Nedd	G. R. Swink
" 28	10241	Norfolk	20,000	W. B. Farant	G. F. Wilkinson
" 28	10245	Norfolk	15,000	J. Edward Cole	S. C. Harris
" 31	10246	Norfolk	50,000	J. Selwin Tait	H. Ralph Burton
" 31	10248	Alexandria	500,000	B. F. McHorney	W. P. Ashburn
" 31	10249	Norfolk	5,000	W. E. Thompson	R. I. Mayo, Jr.
" 31	10250	Richmond	25,000	J. W. DeJarnette	Wm. C. Powell
" 31	10250	Norfolk	25,000		

LIST OF CHARTER AMENDMENTS

Issued by the State Corporation Commission from 1st January to 31st December, 1918, Inclusive.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary	Character of Amendment
Jan. 2	9150	The McNeal Edwards Company	Northumberland County	\$ 300,000	E. W. Edwards	Geo. N. Reed	Increasing capital
" 3	9151	"	Roanoke	200,000	A. W. Conway	Henry Scholz	Increasing capital
" 3	9152	"	Fairfax	500,000	C. V. Ford, V. P.	Thos. B. Love	
" 3	9153	"	Alexandria	50,000	Jno. L. Edwards	C. F. Sowers	
" 5	9155	"	Newport News	12,000	J. E. Warren	De Witt Crane	
" 4	9166	Richmond, Urbanna & Peninsula Ry. Co.	Richmond	300,000	John C. Robertson	J. Taylor Robertson	
" 5	9167	Norfolk County Water Co.	Norfolk County	100,000	Jos. S. Keen	H. Bayard Hodge	
" 8	9171	"	Covington	50,000	R. L. Parrish	Wm. McD. McAllister	
" 12	9185	"	Alexandria	100,000	B. F. Board	Geo. S. Hinkins	Creating preferred
" 17	9189	"	Roanoke	100,000	H. C. Elliott	E. D. Hines	Increasing capital
" 15	9190	"	Richmond	10,000	H. L. Staples	D. D. Staples	Changing name
" 15	9191	"	Norfolk	10,000	N. Block	J. F. Ferguson	Changing name
" 16	9192	"	Pittsylvania Co.	75,000	Jno. T. Watson	M. G. Watson	Changing name
" 16	9193	"	Coeburn	100,000	J. D. Clay, Jr.	G. E. Hensen	Increasing capital
" 17	9196	"	South Hill	15,000	Geo. A. Smith	N. G. Smith	Changing office
" 18	9197	"	Norfolk	50,000	E. C. Gunthers	Ferrell Moore	Increasing capital
" 22	9210	"	Tink Point	300,000	E. W. Edwards	E. W. Edwards, Jr.	Increasing capital
" 22	9211	"	Reedville	25,000	L. B. Rice	W. C. Robinson	Increasing capital
" 31	9218	"	Richmond	5,000	Jas. P. Jones	P. A. Green	Increasing capital
" 27	9229	"	Norfolk	25,000	J. T. Deal	J. D. Deal	Changing name and powers
" 27	9230	"	Norfolk	200,000	Abner S. Pope	W. C. Jenkins	Increasing capital
" 27	9234	"	Stuart	75,000	M. V. Stedman	S. A. Thompson	Increasing capital
" 27	9235	"	Charlottesville	100,000	W. W. King	G. P. McNeill	Increasing capital
" 30	9247	"	Martinsville	25,000	E. L. Williamson	J. A. Hedgescock	Changing name
" 30	9248	"	Brookneal	50,000	Jere White	C. E. Tucker	Increasing capital
" 30	9249	Lynchburg Young Men's Christian Asso- ciation	Lynchburg		H. H. Harris	J. C. Sneed	Changing powers
" 30	9254	W. N. White, Inc., changed to White & Hutchins, Inc.	Portsmouth	25,000	C. E. Hutchins	W. N. White	Changing name

LIST OF CHARTER AMENDMENTS—CONTINUED.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary	Character of Amendment
Jan 31	9256		Charlottesville..	\$ 300,000	T. J. Michie..	A. R. Michie..	Decreasing capital
" 31	9257		Wytheville..	40,000,000	Mark W. Potter..	C. M. Owen..	Increasing capital
" 31	9258		Newport News..	25,000	James East..	Wm R. Newlin..	Increasing capital
" 31	9259						Increasing capital
Feb 5	9260		Roanoke..	1,000	T. E. Jamison..	R. S. Williams..	Enlarging powers
" 5	9275		Lynchburg..	30,000	T. L. Cobbs..	W. H. Adams..	Increasing capital
" 5	9276		Danville..	50,000	W. P. Hodnett..	Jno. J. Spear..	Increasing capital
" 13	9302		Norfolk..	66,000,000	Urban H. Broughton	James Clarke..	Increasing capital
" 15	9310		Onley..	50,000	Ben. T. Gunter..	A. J. McMath..	Increasing capital
" 17	9316		Alexandria..	75,000	Wm Anderson..	James Barrett..	Increasing capital
" 19	9331		Danville..	50,000	H. D. Eschelberger..	Ben Brockenbrough..	Changing office
" 19	9333		Roanoke..	25,000	J. H. De Pue..	Geo. M. Davis..	Changing name and office
" 20	9338		Roanoke..	50,000	Geo. Longear..	J. E. Gish..	Changing name
" 20	9332		Lynchburg..	50,000	Jere White..	L. L. Connor..	Changing office
" 21	9334		Suffolk..	26,000	F. L. Hart..	W. H. Nurney..	Increasing capital
" 26	9355		Richmond..	75,000	C. M. Laphart..	J. H. Addison..	Increasing capital
" 26	9356		Richmond..	50,000	R. L. Peters..	J. H. Evans..	Increasing capital
" 26	9359		Norfolk..	15,000	S. A. Woodward..	C. A. Woodward..	Changing name
" 27	9365		Richmond..	750,000	J. P. Carson..	T. E. Owen..	Increasing capital
" 28	9368		Richmond..	100,000	H. S. Grigsby..	C. R. Sayre..	Creating preferred stock
" 28	9371		Roanoke..	60,000	E. L. Moir..	G. F. Garin..	Increasing capital
Mar. 6	9386		Alexandria..	30,000,000	Alexander Suter..	Gardner L. Boothe..	Increasing capital
" 7	9391	The Eastern Shore of Virginia Fire Insurance Co., Inc.	Staunton..	50,000	J. P. Neff..	W. A. Bowles..	Changing powers
" 7	9393	" Inc., changed to	Keller..	105,000	E. T. Powell..	L. C. Meers..	Increasing capital
" 8	9397	Co., Inc.	Martinsville..	100,000	A. D. Witten..	S. S. Stephens..	Increasing capital
" 11	9405		Kenbridge..	25,000	L. W. Bridgforth..	Jas. J. Featherston..	Changing name and office
" 11	9406		Lynchburg..	300,000	J. W. Ould..	S. H. Wood..	Changing powers
" 11	9407		Irvington..	150,000	W. L. Messick..	F. G. Newbill..	Increasing capital
" 11	9408		Suffolk..	50,000	R. H. Rawles..	A. Woolford..	Increasing capital
" 11	9409		Suffolk..	250,000	C. A. Shoop..	J. F. Rawles..	Creating preferred stock
" 13	9415	Baseball Corporation of Richmond..	Richmond..	50,000	E. C. Landgraf..	M. R. Mills..	Creating preferred stock
" 13	9418	The United States Tobacco Company..	Richmond..	500,000	Hugh Campbell..	Geo. W. Jones..	Increasing capital

19	9429	Richmond	50,000	Geo. C. Bidgood	M. B. Langhorne	Changing name
18	9433	Norfolk	14,000	J. F. East	G. M. Simot	Changing name
22	9446	Franklin	20,000	L. R. Jones	E. P. Jones	Changing name and increasing capital
25	9451	Alexandria	300,000	Nathan Musher	J. C. Sheehy	Increasing capital
26	9456	Richmond	20,000	A. A. Adkins	Geo. W. White	Increasing capital
28	9457	Alexandria	150,000	Jos. A. Whitfield	D. B. Casley	Increasing capital
29	9469	Hampton	15,000	Chas. H. White	J. H. White	Increasing capital and changing office
Apr. 1	9474	Roanoke	7,000	J. E. Allernong	V. L. Habel	Increasing capital
2	9484	Bristol	100,000	V. E. Kent	J. A. Martin	Increasing capital
2	9485	Norfolk	300,000	W. S. Beaman	D. G. Grubbs	Changing office
3	9488	Bassett	80,000	J. D. Bassett	C. C. Bassett	Increasing capital
8	9495	Richmond	25,000	W. H. Michael	M. L. Bloomberg	Increasing capital
10	9508	Lynchburg	100,000	W. W. Coffey	W. W. Walsh	Changing name and increasing capital
16	9516	Alexandria	50,000	W. W. Campbell	D. J. Wofford	Reducing minimum capital
18	9533	Salem		W. M. Bowman	Chas. K. Hunton	Changing name stock
20	9558	Norfolk	15,000	D. E. Levy	Moe Levy	Changing name
30	9565	Norfolk	160,000	B. L. Slover	P. S. Huber	Reducing stock issue
May 1	9573	Richmond	10,000	B. W. Wilson	H. T. Adams	Increasing powers
2	9574	Richmond	20,000	B. W. Wilson	H. T. Adams	Reorganization
2	9575	Richmond	310,000	A. L. Becker	C. A. Schmidt	Increasing capital
10	9595	Richmond	100,000	S. W. Meek	F. R. Tyler	Increasing capital
10	9602	Richmond		B. O. Philbates	A. Nimberger	Changing name
14	9603	Front Royal	10,000	J. L. Borden	C. W. Trenary	Increasing capital
14	9604	Petersburg	50,000	W. H. Wilcox	G. D. Harlow	Increasing capital
14	9606	Richmond		J. R. Sheppard	L. S. Jones	Changing powers
17	9618	Roanoke	240,000	E. C. McComb	S. H. Holland	Increasing capital
21	9625	Marion		J. B. Greiner	Jno. L. Brown	Enlarging its powers
22	9630	Roanoke	600,000	E. M. Funkhouser	C. E. Bertoe	Changing name
23	9633	St. Paul	25,000	M. W. Potter	J. C. Stone	Changing powers
23	9634	St. Paul	30,000,000	M. W. Potter	J. C. Stone	Changing powers
24	9635	Alexandria	50,000	E. O. Whitford	A. A. Birney	Reducing capital
27	9641	Richmond		J. Taylor Ellyson	C. H. Ryland	Changing powers
27	9642	Shawsville	12,500	J. L. Vaughan	W. T. Doering	Reducing capital
June 5	9650	Newport News	100,000	A. L. Powell	J. E. T. Hunter	Reducing minimum capital
3	9661	St. Paul	30,000,000	M. W. Potter	Carl M. Owen	Changing classes of stock
		Carolina, Clinchfield and Ohio Railway				

LIST OF CHARTER AMENDMENTS—CONTINUED.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary	Character of Amendment
June 5	9600	Kent Furniture Company, changed to Kent Furniture Company, Inc.	Petersburg.	\$ 150,000	E. C. Kent.	Isham R. Dyer.	Changing name and increasing capital
" 7	9679		St. Paul.	40,000,000	M. W. Potter.	Carl M. Owen.	Increasing capital
" 14	9682		Cherrydale.		H. P. Huller.	A. W. Belmont.	Changing office
" 14	9683						
" 19	9704		Richmond.		Geo. R. Holmes.	E. C. Eldridge.	Changing name and powers
" 19	9705		Richmond.	400,000	A. Beirne Blair.	Hugh Denoon.	Increasing capital
" 20	9711		Norfolk.	150,000	John Robinson, Sr.	L. B. Delesuroth.	Increasing capital
" 20			Norfolk.	300,000	W. D. Pender.	L. S. Holt, Jr.	Reducing outstanding stock
" 21	9714	The Hollywood Cemetery Company.	Richmond.		B. C. Wherry.	W. S. Street.	Enlarging its powers
" 24	9717	The Park Place Improvement Co., Inc.	Charlottesville.	7,500	E. G. Haden.	Geo. B. White.	Reducing capital
" 24	9719		Norfolk.	150,000	Benj. Lowenberg.	D. H. Goodman.	Increasing capital
" 25	9723		Lynchburg.	50,000	W. P. Miller.	Leon Goodman.	Reducing minimum
" 25	9732		Ashland.	10,000	S. J. Doewell.	W. L. Foy.	Reducing capital
" 25	9738						
" 29	9741		Norfolk.		Nancy C. Brooks.	A. M. Ward.	Changing name
July 2	9755		Stanleyton.	100,000	O. E. Gengaware.	J. K. Sowash.	Increasing capital
" 5	9759		Lynchburg.	50,000	J. M. Dulaney.	J. R. Marsh.	Increasing capital
" 5	9760		Petersburg.	100,000	J. W. Seward.	R. A. Gamble.	Enlarging its powers
" 8	9763		Va. Hot Springs.	5,000	H. G. Ingalls.	W. Manasse.	Changing name
" 9	9766		Abingdon.	5,000	W. B. Robertson.	W. H. Robertson.	Changing route
" 9	9767		Bristol.	18,000,000	James H. Allport.	Carl M. Owen.	Increasing capital
" 9			Bristol.	5,000,000	Paul Dulaney.	N. D. Beckman, Jr.	Reducing capital and
" 10	9771	Roaring Fork Railroad Company.	Blackwood.	150,000	Arie Pardee.	C. J. Creveling.	and
" 12	9780	Fidelity Land and Investment Corporation	Norfolk.	400,000	H. L. Maynard.	T. J. Wool.	
" 16	9782	Association, is Warehouse incorporated					
" 16	9793	The Allegheny Company.	Blackstone.	25,000	A. S. Bridgforth.	C. H. Hardy.	Increasing capital and changing name
" 17	9796	China Art and Book Store, Incorporated, changed to Roanoke Book and Station.	Roslyn.	25,000	L. B. Huff.	J. M. Burrell.	Changing principal office

Ch. No.	Date	City	Amount	Name	Change
9807	" 23	Richmond	10,000	E. B. Spencer	Increasing capital
9812	" 23	Lynchburg	100,000	H. A. Allen	Increasing capital
9813	" 24	Norfolk	20,000	Jas. C. Tait	Increasing capital
9823	" 25	Norton	100,000	W. B. Ford	Increasing capital
9824	" 26	Richmond	25,000	James McEvoy, Jr.	Increasing capital
9838	" 26	Richmond	50,000	J. A. Lundin	Increasing capital
9839	Aug. 1	Richmond	50,000	T. M. Tignor	Increasing capital
9848	" 6	Salem	15,000	Jno. E. Eubank	Increasing capital
9849	" 6	Portsmouth	75,000	Chas. R. Welton	Increasing capital
9871	" 21	Mathews	10,000	L. E. Munford	Increasing capital
9872	" 31	Norfolk	25,000	R. I. Bosman	Increasing capital
9879	" 23	Richmond	75,000	St. James Gilpin	Increasing capital
9886	" 27	Norfolk	15,000	R. A. Dodson	Increasing capital
9886	" 28	Portsmouth	40,000	J. E. Parker, Sr.	Increasing capital
9913	Sept. 4	Norfolk	50,000	J. A. Pugh	Increasing capital
9922	" 9	Gloucester	25,000	W. J. Burles	Increasing capital
9923	" 9	Bristol	60,000	J. S. Sherfey	Increasing capital
9935	" 17	Richmond	25,000	A. T. Shepherd	Increasing capital
9942	" 17	Richmond	50,000	James Mullen	Increasing capital
9943	" 17	Norfolk	100,000	E. C. Brown	Increasing capital
9959	" 24	Lynchburg	100,000	Jno. E. Gannaway	Increasing capital
9960	" 24	Portsmouth	100,000	M. M. Crook	Increasing capital
9963	" 25	West Point	15,000	C. M. Balph	Increasing capital
9980	" 30	Clifton Forge	300,000	W. G. Mathews	Increasing capital
9983	Oct. 1	Abingdon	1,000,000	W. E. Mingen	Increasing capital
9986	" 4	Emporia	10,000	J. R. Thompson	Increasing capital
		Richmond	200,000	Jos. C. Smyth	Increasing capital

LIST OF CHARTER AMENDMENTS—CONTINUED

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary	Character of Amendment
Oct. 4	9997	Kendler-Zimmerman Co., Inc.	Charlottesville	\$ 50,000	A. D. Dabney	A. V. Conway	Increasing capital
" 7	10000	Hopkins Mail Receptacle Co., Inc.	Charlottesville	200,000	J. H. Shaw	Mathew Lawman	Increasing capital and changing office
" 7	10003	The Free Lance-Star Publishing Co., of Fredericksburg, Va.	Fredericksburg	25,000	R. H. L. Cheebster	Alvin T. Embrey	Increasing capital
" 8	10006	Southern Bell Telephone and Telegraph Company of Virginia, changed to The Chesapeake and Potomac Telephone Company of Virginia	Richmond	10,000,000	W. T. Gentry	W. S. Peirce	Changing name
" 8	10010	Wingo, Eillett & Crump Shoe Company	Richmond	400,000	J. R. Paschall	R. W. Roberts	Decreasing capital
" 11	10019	Coan River Guano Company, Inc.	Lewistown	300,000	A. B. Garner	J. R. Garner	Increasing capital
" 15	10026	Monticello Building Corporation	Norfolk	30,000	J. W. Hough	W. W. Yoder	Enlarging powers
" 15	10030	Silver Distilling Corporation	Emporia	5,000	R. P. Alston	W. C. Gurganus	Changing office
" 16	10031	Highland Springs Building and Loan Asso- ciation, Inc.	Highland Spr's	50,000	Geo. J. Phillips	Jno. J. Fry	Changing powers
" 16	10032	Ryalis Machine Company, Incorporated	Charlottesville	100,000	H. S. Hedges	R. W. Garnett	Changing office
" 16	10033	A. J. Bennett, Incorporated, changed to Bennett's, Incorporated	Alexandria	50,000	R. S. Bowie	G. L. Baker	Changing name and classes of stock
" 17	10036		Norfolk	15,000	C. A. Woodward	Geo. Pilcher	Decreasing capital
" 17	10037		Norfolk	25,000	O. L. Gilbert	Frank E. Kilham	Increasing capital
" 24	10045	changed to Farmers Exchange, Inc.	Glade Spring	15,000	C. O. Snapp	J. D. Kent	Changing name
" 24	10054	F. A. Lankford & Co., Inc.	Cloverdale	25,000	F. A. Lankford	T. H. Lankford	Increasing capital
" 24	10055	Cameron Stove Company, Inc.	Richmond	90,000	B. H. Cameron	Archer Anderson, Jr.	Increasing capital
" 25	10060	Ide Lumber Co., Inc.	Roanoke	50,000	D. I. Bachman	W. C. Brunner	Increasing capital
" 26	10065	Little River Mutual Telephone Corp.	Riner	10,000	W. B. Palmer	O. W. Altner	Increasing capital
" 6	10080	Norvell & Company, Incorporated, chang- ed to Norvell, Roberts Supply Co., Inc.	Chase City	10,000	W. D. Norvell	G. L. Perkinson	Changing name and reducing par value
" 6	10084	Old Dominion Hardwood Floor Corpora- tion, changed to Richmond Hardwood Floor Company, Incorporated	Richmond	10,000	H. S. McGovern	Gertrude McGovern	Changing name
" 7	10066	Maryland-Virginia Railway Company, changed to Washington Utilities Com- pany	Alexandria	50,000,000	Norman Grey	Gardner L. Bookhe	Changing name and increasing capital
" 7	10067		Richmond	200,000	Chas. H. Watkins	C. S. Fenson	Increasing capital
" 9	10105		Buffolk	10,000	M. K. Kendrick	J. R. Saunders	Changing powers
" 12	10112		Altavista	400,000	Jno. E. Lane	A. C. Bell	Increasing capital
" 15	10123		Hampton	15,000	F. D. Banks	W. T. Anderson	Increasing capital
" 18	10125	Corporation	Richmond	500,000	D. C. Kennedy	W. J. Kimbrough	Increasing capital
" 23	10138	Inc.	Brookneal	50,000	O. B. Burtell	L. L. Burtell	Creating preferred stock

" 25	10189	W. N. Dorset Shoes Company, Inc.	Alexandria	50,000	W. N. Dorsett	G. L. Baker	Increasing capital
" 27	10193	Franklin-Caro Company, Inc.	Richmond	200,000	Rich'd Gwathmey	C. C. Williams	Increasing capital
Dec. 3	10170	Utah Securities Corporation	Richmond	35,000,000	Wm. Darbee	E. P. Summerson	Increasing capital
" 3	10171	Blair Banking Company, Inc.	Celax	25,000	J. B. Waugh	R. J. Cornett	Increasing number of directors
" 7	10182	Old Dominion Sulphur Corporation	Fredericksburg	500,000	Albert Fogg	W. H. Yenker	Changing principal office
" 7	10186	Farmers and Merchants Bank of Timberville, Inc.	Timberville	25,000	Jno. H. Hoover	J. A. Garber	Decreasing outstanding stock
" 10	10190		Rosalyn	50,000	Geo. E. Truett	W. C. Wilbert	Increasing capital
" 11	10191		Cape Charles	120,000	R. Fulton Powell	Otto F. Meers	Changing name
" 12	10199		Richmond	500,000	Thomas Gresham	A. L. McClellan	Creating preferred stock
" 12	10200		Richmond	145,000	Barton H. Cameron	Archer Anderson, Jr.	Increasing capital
" 17	10214		Lynchburg	25,000	T. A. Jennings	M. C. Price	Changing name
" 18	10221		Richmond	15,000	Wm. B. West	John H. Smith	Changing name
" 19	10227		Lynchburg	75,000	T. A. Jennings	B. W. Barksdale	Changing name and increasing capital
" 20	10230		Nokesville	12,500	J. P. Manuel	W. L. Houchins	Decreasing capital
" 23	10231	The Bank of Nokesville, Inc.	Newport News	25,000	T. G. Eubank	Levin L. Dirickson	Changing name
" 26	10242	Pittsford Drug Company, Inc., changed to Dirickson's Drug Company, Incorporated.	Bristol	100,000	B. S. Clark	John Muller	Decreasing capital
" 26	10243	Interstate Coal and Iron Company	Cape Charles	4,000,000	W. A. Patton	O. J. DeRousse	Increasing capital
" 28	10244	New York, Philadelphia and Norfolk Railroad Co.	Cape Charles	4,000,000	W. A. Patton	O. J. DeRousse	Increasing powers
" 28	10244	New York, Philadelphia and Norfolk Railroad Co.	Lynchburg	225,000	O. B. Barker	R. S. Jones	Increasing capital
" 31	10251	Barker-Jennings Hardware Co.					

LIST OF MERGERS

Issued by the State Corporation Commission from 1st January to 31st December, 1918, inclusive.

Date	No.	Companies Merged	New Name	Location of Principal Office	Maximum Capital Stock	President	Secretary
Jan. 31	9260		Oriakany Ore and Iron Company	Covington	\$ 500,000	R. L. Parrish	W. W. Taylor
Feb. 13	9301		The Honaker Lumber Company, Inc.	Honaker	300,000	A. P. Perley	A. P. Perley, Jr.
Apr. 23	9546		Seaboard Oil and Guano Co., Inc.	Reedville	500,000	William Blundon	R. L. Haynie
Oct. 1	9983	South Atlantic Life Insurance Co. American National Life Insurance Co., Inc. Accomack and Northampton Telephone Company	Atlantic Life Insurance Co.	Richmond	300,000	E. Strudwick	Chas. G. Taylor
" 28	10067		The Chesapeake and Potomac Telephone Company of Va.	Richmond	10,000,000	F. H. Bethell	W. S. Peirce
" 28	10068		The Chesapeake and Potomac Telephone Company of Va.	Richmond	10,000,000	F. H. Bethell	W. S. Peirce
Nov. 26	10146	Washington-Virginia Railway Company. Washington Utilities Company.	Washington Utilities Company.	Alexandria	50,000,000	Frederick H. Treat	G. L. Boothe
Dec. 17	10220	Can Co., Company.	Virginia Can Company.	Buchanan	300,000	O. C. Hoffman	C. E. Layman

LIST OF REVIVALS

Issued by the State Corporation Commission from 1st January to 31st December, 1912, Inclusive.

Date	No.	NAME	Location Principal Office	President	Secretary
Mch. 4	9129	.....	Norfolk	T. O. Troy	D. F. Donovan
Jan. 18	9199	.....	Norfolk	Jas. I. Jenkins	E. Riddick
July 16	9755	.....	Roanoke	H. C. Elliott	E. D. Hines
Sept. 17	9944	.....	Blackstone	R. W. Tuggle	D. L. Tuggle

CLASSIFIED LIST OF CHARTERS

Issued by the State Corporation Commission from 1st January to 31st December, 1912, Inclusive.

Banking Corporations.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary
July 5	9749	Bank of Commerce, Inc.	Roanoke	\$ 200,000	Geo. H. P. Cole	Jno. W. Penn
Nov. 4	10086	Bank of Phenix, Inc., The	Phenix	15,000	R. S. Chamberlayne, Jr.	Walter Sparklin
Oct. 17	10024	Bank of Ruess, Inc.	Riner	25,000	G. D. Surface	G. T. Surface
Oct. 25	10061	Bank of Sedley, Inc.	Sedley	25,000	Philip Rogers	R. L. Raiford
Nov. 26	10144	.....	Richmond	150,000	Jos. E. Willard	O. E. Parrish
June 28	9731	.....	Boone Mill	50,000	L. A. Bowman	Thos. J. Nelson
May 24	9640	.....	Diltwyn	25,000	J. L. Anderson	J. B. Hanes
Mch. 22	9447	.....	Milford	25,000	W. N. Blatt	C. W. Butterworth
June 4	9664	.....	Coeburn	50,000	Aaron Ruess	C. O. Ramsey
June 26	9723	.....	Newport News	200,000	H. L. Schmels	E. S. Blanton
Nov. 4	10063	.....	Newport	25,000	C. L. King	M. P. Farrier

CLASSIFIED LIST OF CHARTERS—CONTINUED.
Building and Loan Corporations.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary
Oct. 19	10041	Building and Loan	Winchester	\$ 200,000	L. F. Cooper	Shurley Carter
Feb. 21	9342	Elizabeth Building	Portsmouth	300,000	H. A. V. Parker	F. N. Biliely
July 17	9788	Mutual Savings and	Richmond	1,000,000	C. Ridgeway Moore	W. N. Saunders
Total, 3 Building and Loan Corporations						

Telephone and Telegraph Corporations.

Feb. 19	9317	Altavista.....	\$ 15,000	W B Ellwood.....	G R Jordan
Oct. 17	10089	Brandon.....	5,000	J. T. Deal.....	F. O. Byrd
Nov. 26	10142	Creeds.....	5,000	H. C. N. Batten.....	R. T. Etheridge
Sept. 9	9919	Holland.....	5,000	L. A. Luke.....	L. J. Daughtrey
Nov. 6	10080	Spring Grove.....	5,000	O. J. Schuster.....	A. H. Ochsner
Apr. 22	9341	Chilhowie.....	5,000	W. C. Parks.....	James E. McSpadden
May 22	9329	Broadway.....	3,000	J. M. Lohr.....	I. N. Zigler
Feb. 26	9358	Figaboro.....	5,000	S. A. Reynolds.....	R. W. Pedigo
Oct. 10	10014	Labore.....	5,000	W. N. Green.....	J. H. Estes
Jan. 9	9174	Winchester.....	5,000	G. P. Miller.....	S. L. Hoover
Nov. 6	10093	Green Springs.....	5,000	W. T. McConnell.....	Guy McConnell
Total, 11 Telephone Corporations.					

Transportation Corporations.

Jan. 18	9220	Big Stone Gap	\$ 50,000	L. O. Pettit	G. T. Bostwick
Apr. 24	9350	Norfolk	100,000	R. E. Jordan	W. G. Davis
Sept. 3	9911	Culpeper	600,000	P. H. O'Hannon	E. J. Foote
Jan. 3	9146	Amherst	25,000	T. O. Troy	W. P. Reed
May 10	9460	Norfolk	5,000	H. H. Prince	C. A. Holle
Nov. 20	10143	Richmond	15,000	Channing M. Ward	Richard Riley
Apr. 2	9457	Richmond	300,000	Joe E. Winstead	R. B. Campbell

Feb. 10	9230	Richmond, Washington and Chesapeake Ry. Co.	Richmond	2,000,000	Channing M. Ward	Chas. M. Luck
July 26	9425	Virginia Steamship Company.	West Point	26,000	W. D. Stuart	S. H. Wilkinson
Apr. 11	9510	West Shore Navigation Company.	Norfolk	50,000	G. S. Briggs	W. T. Day
Total, 10 Transportation Corporations.						

Water, Heat, Light, Power and Gas Corporations.

Date	Location	Amount	Payee
Jan. 5	Chincoteague Island	\$ 10,000	Robt L. Marshall
Dec. 19	Bristol	300,000	Guy Darat
Jan. 18	Floyd	25,000	S. G. Proffit
Jan. 23	(near) Franklin	50,000	C. W. Gary
Feb. 12	Franklin	5,000	C. C. Vaughan
Feb. 19	Altavista	30,000	J. E. Lane
Feb. 19	Altavista	50,000	J. E. Lane
Feb. 22	Stuart	5,000	W. H. Wimble
Feb. 29	Rosoke	1,500,000	C. H. Geist
Aug. 6	Richmond	100,000	James Mullen
Apr. 16	South Hill	10,000	R. E. Yancey
Apr. 19	Purcellville	25,000	E. A. Cockey, Jr.
May 7	Big Stone Gap	10,000	J. R. Pauli
June 18	Norfolk	25,000	W. H. Hofheimer
Aug. 8	Staunton	250,000	E. E. Maudeville
Aug. 30	Covington	100,000	Jas. S. Ham
Oct. 10	Lexington	50,000	E. McD. Moore
Dec. 3	Chincoteague	50,000	Wm. H. Bookhammer
Total, 18 Water, Heat, Light, Power and Gas Corporations.			

Mutual Corporations.

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CLASSIFIED LIST OF CHARTERS—CONTINUED.
Building and Loan Corporations.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary
Oct. 19	10041	Building and Loan Corporation of Winchester, Virginia.....	Winchester.....	\$ 300,000	L. F. Cooper.....	Shirley Carter
Feb. 21	9342	Elisabeth Building and Loan Association, Inc.....	Portsmouth.....	300,000	H. A. V. Parker.....	F. N. Bilisoly
July 17	9733	Mutual Savings and Security Corporation.....	Richmond.....	1,000,000	C. Ridgeway Moore.....	W. N. Saunders
Total, 3 Building and Loan Corporations.						

Telephone and Telegraph Corporations.

Feb. 19	9317	Altavista.....	\$ 13,000	W. B. Ellwood.....	G. R. Jordan
Oct. 17	10039	Brandon.....	5,000	J. T. Deal.....	F. O. Byrd
Nov. 26	10142	Creeds.....	5,000	H. C. N. Battien ..	R. T. Etheridge
Sept. 9	9919	Holland.....	5,000	L. A. Luke.....	L. J. Daughtrey
Nov. 6	10089	Spring Grove.....	5,000	O. J. Schuster.....	A. H. Ochener
Apr. 22	9341	Chilhowie.....	5,000	W. C. Parks.....	Jas. E. McSpadden
May 22	9039	Broadway.....	3,000	J. M. Lohr.....	I. N. Zigler
Feb. 26	9358	Fingboro.....	5,000	S. A. Reynolds.....	R. W. Pedigo
Oct. 10	10014	Lahore.....	5,000	W. N. Green.....	J. H. Estee
Jan. 9	9174	Winchester.....	5,000	G. P. Miller.....	S. L. Hoover
Nov. 6	10003	Green Springs.....	5,000	W. T. McConnell.....	Guy McConnell
Total, 11 Telephone Corporations.					

Transportation Corporations.

Jan. 18	9200	Iroad Co.....	\$ 50,000	L. O. Petit.....	G. T. Bostwick
Apr. 24	9350	Big Stone Gap.....	100,000	R. E. Jordan.....	W. G. Davis
Sept. 3	9911	Norfolk.....	600,000	P. H. O'Bannon.....	E. J. Foote
Jan. 3	9146	Culpeper.....	25,000	T. O. Troy.....	W. P. Reed
May 10	9399	Amherst.....	5,000	H. H. Prince.....	C. A. Holle
Nov. 29	10143	Norfolk Co., The.....	15,000	Channing M. Ward.....	Richard Riley
Apr. 3	9457	Winchester.....	300,000	Joe. E. Winard.....	R. B. Campbell

Date	Company	Amount	By
Feb. 10	Richmond, Washington and Chesapeake Ry. Co.	2,000,000	Chas. M. Luck
July 28	Virginia Steamship Company	20,000	S. H. Wilkinson
Apr. 11	West Shore Navigation Company	60,000	W. T. Day
	Total, 10 Transportation Corporations.		

Water, Heat, Light, Power and Gas Corporations.

Date	Location	Amount (\$)	Payee
Jan. 1902	Chincoteague Island.	10,000	Robt. L. Marshall
Dec. 1902	Bristol	300,000	Guy Daret
Jan. 1903	Floyd	25,000	S. G. Profit
Jan. 1903	(near) Franklin	50,000	C. W. Gary
Feb. 1903	Franklin	5,000	C. C. Vaughan
Feb. 1903	Altavista	30,000	J. E. Lane
Feb. 1903	Altavista	50,000	J. E. Lane
Feb. 1903	Stuart	5,000	W. H. Wimbush
Feb. 1903	Roanoke	1,500,000	C. H. Geist
Aug. 1903	Richmond	100,000	James Mullen
Apr. 1903	South Hill	10,000	R. E. Vancey
Apr. 1903	Purcellville	25,000	E. A. Cooke, Jr.
Apr. 1903	Big Stone Gap	10,000	J. R. Pauli
Apr. 1903	Norfolk	25,000	W. H. Hofheimer
Aug. 1903	Staunton	250,000	E. E. Mandeville
Aug. 1903	Covington	100,000	Jno. S. Ham
Oct. 1903	Lexington	50,000	E. McD Moore
Dec. 1903	Chincoteague	50,000	Wm. H. Bookhammer
Total, 18 Water, Heat, Light, Power and Gas Corporations.			

Mutual Corporations.

Dec. 13	10204	Board of Trade o	Leesburg	R. B. Wildman	W. C. Hall
" 23	10236	Builder's Exchan	Roanoke	R. A. Figgatt	R. K. Stewart
" 18	9946	Clerk's Protectiv	Richmond	S. P. Jones	Harvey Baker
Feb. 14	9307	Fireman's Mutus	Richmond	James R. Sheppard	L. S. Jones
Oct. 4	9994	Granby Street In	Norfolk	Robert Johnson	L. B. Bull, Jr.
" 5	9487	Norfolk Convention Association	Norfolk	H. M. Dickson	J. F. O'Connell
Apr. 4	9686	Norfolk Mutual Burial Association, Inc., The	Norfolk	S. S. Lane	P. B. Warren
June 3	9757	Richmond Real Estate Exchange	Richmond	O. H. Funston	F. M. Boykin
		Total, 8 Mutual Corporations.			

CLASSIFIED LIST OF CHARTERS—CONTINUED.
Social and Beneficial Corporations.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary
May 10	9600	Inc.	University of Virginia.	.....	R. T. W. Duke, Jr.	J. F. S. Duke
Jan. 12	9183	.....	Danville.	.....	.....	C. L. Booth
June 24	9719	.....	Richmond.	.....	.....	J. T. Anderson
Jan. 12	9184	.....	Charlottesville.	.....	.....	W. M. Barbour
Aug. 1	9837	.....	Hot Springs.	.....	.....	Henry Albert
July 23	9813	.....	Richmond.	.....	J. W. Butler	W. A. Phelps
May 7	9584	.....	Norfolk.	.....	Percy Walker	Emory Tyrus
June 4	9665	.....	University of Virginia.	.....	.....	W. A. Lambeth
May 7	9583	.....	Norfolk.	.....	.....	James Harris
Nov. 14	10121	.....	Cambell Co.	.....	.....	W. W. Dickerson
June 14	9691	.....	Richmond.	.....	.....	Aron Clarke
May 21	9626	.....	Stony Creek.	.....	.....	G. M. Inman
Aug. 8	9852	.....	Richmond.	.....	.....	W. T. Turner
Sept. 30	9678	.....	Townsend.	.....	Thomas L. Ames	Anne E. Morris
July 11	9777	.....	Richmond.	.....	R. A. Binswanger	L. B. Stern
July 16	9789	.....	Richmond.	.....	A. W. Holmes	S. W. Johnson
		Richmond Club.	.....	.....	.....	.....
		Sons and Daughters of the Forest, The.	.....	.....	.....	.....
		Suburban Club.	.....	.....	.....	.....
		Supreme Fountain of the National Ideal Benefit Society, Inc.	.....	.....	.....	.....
		Total, 16 Social and Beneficial Corporations.

Benevolent, Charitable and Literary Corporations.

May 15	9610	.....	Emory.	.....	J. P. McConnell.	J. R. Hunter
Nov. 16	10391	.....	Richmond.	.....	Geo. S. Crenshaw	A. P. James
Dec. 16	10211	.....	Danville.	.....	Frank Talbot.	C. G. Holland
Dec. 13	10205	.....	Danville.	.....	Wm. C. Landhoff	C. H. Sheppard
Nov. 22	10153	.....	Richmond.	.....	Jno. S. Harwood	B. M. Gwathmy
July 2	9750	.....	Gloucester C. H.	.....	John N. Tabb	Percival Hicks
May 18	9630	.....	Rice.	.....	J. H. Foster	Wm. Hardaway
Dec. 13	10206	.....	Oak Grove.	.....	W. H. Price	F. W. Alexander
Oct. 2	9989	.....	Mathews C. H.	.....	W. E. Fitchett	N. B. Weston
July 16	9732	.....	Norfolk.	.....	H. M. Dickson	H. N. Castle
Jan. 31	9255	.....	South Boston.	.....	C. W. Maxwell	C. H. Friend
Apr. 9	9502	.....	Norfolk.	.....	John L. Tyrus	Edw. L. Reid
July 9	9764	.....	Newport News.	.....	T. J. Bacham	Wm. Falconer
		America, The.	.....	.....	.....	.....
		Virginia Seaman's Friend Society of Newport News, Virginia	.....	.....	.....	.....

Jan. 27	9233	Virginia State Federation of Colored Women's Clubs, Inc....	Hampton.....	.....	Janie P. Barrett.....	Ellen F. Gray
Nov. 23	10137	Young Women's Christian Association of Lynchburg, The....	Lynchburg.....	.....	Emma W. Ivey.....	F. W. Allen
June 24	9707	Young Men's Olive Leaf Association of Norfolk.....	Norfolk.....	.....	Richard Ridley.....	E. Johnson
		Total 16, Benevolent, Charitable and Literary Corpora- tions.				

Recapitulation of Charters Issued

COUNTY	LOCATION	Number in each Location	Total in County
Accomac.....	Chincoteague Island.....	2	
	Gargatha.....	1	
Albemarle.....	Wachapreague.....	1	4
	Charlottesville.....	8	
	Crozet.....	1	
	Scottsville.....	1	
Alexandria.....	University of Virginia.....	2	12
	Alexandria.....	40	
	Ballston.....	1	
	Clarendon.....	3	
Alleghany.....	Rosslyn.....	6	50
	Clifton Forge.....	3	
Amherst.....	Covington.....	2	5
	Amherst.....	1	
Augusta.....	Snowden.....	1	2
	Fishersville.....	1	
	Staunton.....	20	
Bath.....	Waynesboro.....	2	23
Bedford.....	Hot Springs.....	1	1
Botetourt.....	Bedford City.....	2	2
	Buchanan.....	1	
Brunswick.....	Indian Rock.....	1	2
	Alberta.....	3	
Buckingham.....	Lawrenceville.....	2	5
Campbell.....	Dillwyn.....	1	1
	Altavista.....	5	
	Brookneal.....	3	
	Long Island.....	1	
	Lynchburg.....	34	
Caroline.....	Rustburg.....	1	45
Charles City.....	Milford.....	1	1
Charlotte.....	Oldfield.....	1	1
Chesterfield.....	Phenix.....	1	1
	Bon Air.....	1	
Clarke.....	Swansboro.....	1	3
Craig.....	White Post.....	1	1
	New Castle.....	1	
Culpeper.....	Paint Bank.....	1	2
Dickenson.....	Culpeper.....	3	3
Dinwiddie.....	Carrie.....	1	1
Elizabeth City.....	Petersburg.....	15	15
	Hampton.....	10	
Fairfax.....	Phoebus.....	1	11
	Falls Church.....	1	
	Fairfax.....	1	
	Herndon.....	2	
Fauquier.....	McLean.....	1	5
	Broad Run.....	1	
	Morrisville.....	1	
Floyd.....	Remington.....	1	3
Franklin.....	Floyd.....	1	1
	Boone Mill.....	1	
Frederick.....	Rocky Mount.....	1	2
	Middletown.....	1	
Giles.....	Winchester.....	6	7
	Eggleston.....	1	
Gloucester.....	Newport.....	1	2
Grayson.....	Gloucester C. H.....	1	1
Greensville.....	Troutdale.....	2	2
	Emporia.....	3	
Halifax.....	North Emporia.....	1	4
	Scottsburg.....	1	
Henrico.....	South Boston.....	2	3
	Richmond.....	1	
		229	230

RECAPITULATION OF CHARTERS ISSUED.—CONTINUED.

COUNTY	LOCATION	Number in each Location	Total in County
Henry	Figsboro	1	
	Martinsville	3	
	Spencer	2	6
King William	West Point	2	2
King George	Sealston	1	1
Lancaster	Kilmarnock	1	1
Lee	Pennington Gap	4	4
Loudoun	Leesburg	4	
	Purcellville	1	5
Louisa	Green Springs	1	
	Mineral	1	2
Lunenburg	Dundas	1	
	Kenbridge	1	
	Victoria	1	3
Mathews	Mathews C. H.	1	
	New Point	1	2
Mecklenburg	Baskerville	1	
	Chase City	3	
	Lacrosse	1	
	South Hill	3	8
Montgomery	Christiansburg	1	
	Radford	1	
	Riner	1	3
Nansemond	Holland	2	
Norfolk	Suffolk	12	14
	Churchland	2	
	Norfolk	162	
	Pinnars	1	
	Portsmouth	26	
	Sewell's Point	1	
	South Norfolk	1	194
Nottoway	Blackstone	2	
	Burkeville	1	
	Crewe	1	4
Northampton	Cape Charles	1	
	Townsend	1	2
Northumberland	Fair Port	1	
	Fleeton	1	
	Harvey's Wharf	2	
	Heathsville	1	
	Lodge	1	
Orange	Sunnybank	1	7
	Lahore	1	
	Orange	1	2
Page	Luray	1	1
Patrick	Stuart	2	2
Pittsylvania	Danville	17	
	Elba	1	
	Ringgold	1	19
Prince Edward	Green Bay	1	
	Rice	1	2
Prince George	Brandon	1	1
Prince William	Haymarket	1	
	Manassas	1	2
Princess Anne	Creeds	1	1
Pulaski	Hiwassee	1	
	Pulaski	3	4
Richmond	Warsaw	1	1
Roanoke	Roanoke	53	
	Salem	3	56
Rockbridge	Lexington	2	2
Rockingham	Bridgewater	1	
	Broadway	1	
	Grottoes	1	
	Elkton	1	
	Harrisonburg	3	
	Timberville	1	8
Russell	Honaker	2	2
Shenandoah	Strasburg	2	
	Quicksburg	1	3

RECAPITULATION OF CHARTERS ISSUED.—CONTINUED.

COUNTY	LOCATION	Number in each Location	Total in County
Smyth.....	Chilhowie.....	4	
	Marion.....	1	
	Saltville.....	1	6
Southampton.....	Franklin.....	4	
	Newsoms.....	1	
	Sedley.....	2	7
Spotsylvania.....	Fredericksburg.....	1	1
Surry.....	Claremont.....	2	
	Dendron.....	1	
	Savage.....	1	
	Spring Grove.....	1	5
Sussex.....	Stony Creek.....	1	
	Tupelo.....	1	
	Wakefield.....	1	
	Waverly.....	1	4
Tazewell.....	Falls Mills.....	1	
	Pocahontas.....	1	
	Richlands.....	1	
	Tazewell.....	2	
	Tip Top.....	2	7
Warwick.....	Newport News.....	11	11
Washington.....	Abingdon.....	1	
	Bristol.....	9	
	Damascus.....	1	
	Emory.....	1	
	Konarock.....	1	
	Meadowview.....	1	14
Westmoreland.....	Colonial Beach.....	1	
	Oak Grove.....	1	2
Wise.....	Appalachia.....	1	
	Big Stone Gap.....	5	
	Coeburn.....	1	
	Norton.....	1	
	Wise.....	1	9
Wythe.....	Wytheville.....	1	1
York.....	Harris Grove.....	1	1
76 Counties.	Total number of charters issued in 174 localities.....		883

STATEMENT

Of Corporations Chartered Under the Laws of States and Countries other than the State of Virginia, by Complying with the Requirements of Sections 1104 and 1105 of the Code of Virginia for 1887, as Amended and Re-enacted by an Act of the General Assembly, approved 15th May, 1903, and Licensed by the State Corporation Commission During the Year 1912.

Date Entered 1912	NAME OF COMPANY	Chartered Under Laws of
Jan. 10	Penninsula Casualty Company.....	Florida
" 16	Yukon Pocahontas Coal Company.....	West Virginia
" 16	Hall Mining Company.....	West Virginia
" 16	The Camden Fire Insurance Association.....	New Jersey
" 23	Fish Net and Twine Company.....	Connecticut
" 30	Armstrong Forest Company.....	New York
" 31	Commercial Fire Insurance Company of the District of Columbia.....	District of Columbia
Feb. 5	New River and Ohio Coal Company.....	West Virginia
" 5	United Hat Stores, Incorporated.....	New Jersey
" 13	The Monumental Brewing Company of Baltimore City.....	Maryland
" 13	F. W. Woolworth & Company.....	Pennsylvania
" 21	The North Carolina Home Insurance Company.....	North Carolina
" 27	Virginia Kid Works.....	New York
Mch. 1	The Tittle Guaranty and Surety Company.....	Pennsylvania
" 2	The Connecticut Fire Insurance Company.....	Connecticut
" 7	Globe Indemnity Company.....	New York
" 11	Northern Neck Construction Company.....	New York
" 19	Western Worsted Mills Company.....	Illinois
" 20	Empire Realty and Mortgage Company.....	Alabama
" 20	The Tennessee Indemnity Company.....	Tennessee
" 29	The Inter State News Co.....	Maine
Apr. 5	The New York Fire Insurance Company.....	New Jersey
" 25	Galena Signal Oil Company.....	Pennsylvania
" 26	The Ridgway Mica Company.....	Pennsylvania
" 29	German Kali Works.....	New York
" 29	Virginia Lumber and Extract Company.....	Delaware
May 1	Remington Typewriter Company.....	Delaware
" 2	Seidenburg & Company.....	New Jersey
" 2	Thompson-Starrett Company.....	New York
" 7	The Building Construction Company.....	Maryland
" 14	The Commonwealth Insurance Company of New York.....	New York
" 14	Henry Steers, Incorporated.....	New York
" 16	Baltimore Yellow Trading Stamp Company.....	New Jersey
" 17	Emporia Coca Cola Bottling Company.....	North Carolina
" 22	The Adder Machine Company.....	Pennsylvania
" 24	The People's Mutual Benefit Company.....	District of Columbia
" 27	The Proctor & Gamble Distributing Company.....	Ohio
June 4	United States Health and Accident Insurance Company.....	Michigan
" 6	Jackson Brothers Company.....	Maryland
" 7	Sterling Fire Insurance Company.....	Indiana
" 8	Equitable Fire and Marine Insurance Company.....	Rhode Island
" 24	Gilsonite Construction Company.....	Missouri
July 17	Export Leaf Tobacco Company.....	New Jersey
" 19	Roslyn Supply Company.....	District of Columbia
June 29	Ballard & Ballard Company.....	Kentucky
July 5	F. T. Nesbit & Co., Incorporated.....	New York
" 9	Southern Adjustment Bureau.....	Georgia
" 30	The Pyrites Company, Limited.....	Great Britain
" 31	Fairbanks Morse & Co.....	Illinois
Aug. 14	United States Fire Company.....	New York
" 31	American Realty and Auction Company.....	North Carolina
Sept. 25	A. W. Duckett & Co.....	New York
" 25	Pan-American Life Insurance Company.....	Louisiana
Oct. 2	Norfolk Brick and Tile Company.....	West Virginia
" 7	The Merchants Mercantile Agency.....	Illinois
" 15	Philadelphia Life Insurance Company.....	Pennsylvania
" 16	Rumely Products Company.....	New York
" 17	Penn Mining and Reduction Company.....	New Jersey
Oct. 17	Greenwood Advertising Company.....	Tennessee
" 19	Hires Turner Glass Company.....	Pennsylvania
" 22	Hardware Distributing Store Company, Incorporated.....	New York
" 22	West Disinfecting Company.....	New York
" 24	Continental Public Works Company.....	New York
" 31	The Tobacco Rehandling Company.....	Kentucky

**STATEMENT OF CORPORATIONS CHARTERED UNDER THE LAWS OF
STATES AND COUNTRIES OTHER THAN THE STATE OF
VIRGINIA.—CONTINUED.**

Date Entered 1912	NAME OF COMPANY	Chartered Under Laws of
Nov. 22	The B. F. Goodrich Company.....	New York
" 22	Thomas J. Steen Company.....	New York
" 22	Elite School of Ceramic Decorating.....	Illinois
" 22	J. P. Taylor Company.....	North Carolina
" 29	Hoosier Manufacturing Company of New Castle, Indiana.....	Indiana
Dec. 10	Electro Metallurgical Company.....	West Virginia
" 12	Farmer's Co-Operative Fertilizer Company, Incorporated.....	West Virginia
" 17	Jefferson Standard Life Insurance Company.....	North Carolina
" 23	Geo. L. Storm & Co.....	New York
" 24	L. K. Comstock & Company.....	New York

STATEMENT

Of Amendments to the Charters of Corporations Chartered under the Laws of States and Countries other than the State of Virginia by Complying with the Requirements of Sections 1104 and 1105 of the Code of Virginia for 1887, as amended and Re-enacted by an Act of the General Assembly approved 15th May, 1903, and Licensed by the State Corporation Commission during the year 1912.

Date Issued 1912	NAME OF COMPANY	Chartered Under Laws of
Feb. 26	White Oak Coal Company.....	West Virginia
Mch. 6	Danville Co-Operative Warehouse Company.....	West Virginia
" 9	Aetna Insurance Company.....	Connecticut
" 13	The Camden Fire Insurance Association.....	New Jersey
" 19	Pabst Brewing Company.....	Wisconsin
" 18	The Security Insurance Company of New Haven.....	Connecticut
" 27	Western Electric Company.....	Pennsylvania
" 29	F. W. Woolworth Co.....	Pennsylvania
Apr. 1	Robeson Process Company.....	New Jersey
" 1	Virginia-Carolina Lumber Company.....	South Carolina
" 1	The Surbrurg Company.....	New Jersey
" 3	Kelly Handle Company.....	West Virginia
" 18	Piedmont Mt. Airy Guano Company of Baltimore City.....	Maryland
" 22	The Monumental Brewing Company of Baltimore City.....	Maryland
" 25	Provident Relief Association of Washington, D. C.....	District of Columbia
July 11	York Bridge Company.....	Pennsylvania
" 12	The Quigby Furniture Company.....	New York
" 17	Commercial Union Assurance Company, Limited.....	Great Britain
" 13	The Rib River Lumber Company.....	Ohio
" 13	The North River Insurance Company.....	New York
Aug. 16	The Southern Improvement Company.....	New York
" 27	The Fifteen Dollar Clothing Co., Incorporated.....	New York
" 13	The Empire State Surety Company.....	New York
" 14	United States Fire Company.....	New York
" 26	New York Life Insurance Company.....	New York
Sept. 26	Virginia Etna Springs Company.....	New Jersey
Oct. 28	American Enamelled Brick and Tile Company.....	New York
" 31	The Liverpool and London and Globe Insurance Company.....	Great Britain
Nov. 22	Detroit Automatic Scale Company.....	Indiana
Dec. 11	Commercial Fire Insurance Company of the District of Columbia.....	District of Columbia
" 27	Pulaski Mining Company.....	New York

**Number of Charters, Amendments to Charters, Mergers and Revivals
Issued by the State Corporation Commission During the Years
1911 and 1912**

	1911	1912
Charters.....	865	883
Amendments to charters.....	208	190
Mergers.....	4	8
Revivals.....	5	4
	<u>1,082</u>	<u>1,085</u>
Increase over 1911.....		3

Recapitulation

*Number of Corporations Licensed to do Business in Virginia, but Chartered in Other
States and Foreign Countries.*

CHARTERED IN OTHER STATES.

Alabama.....	1
Connecticut.....	2
Delaware.....	2
Florida.....	1
Georgia.....	1
Indiana.....	2
Illinois.....	4
Kentucky.....	2
Louisiana.....	1
Maine.....	1
Maryland.....	3
Michigan.....	1
Missouri.....	1
New Jersey.....	7
New York.....	19
North Carolina.....	5
Ohio.....	1
Pennsylvania.....	7
Rhode Island.....	1
Tennessee.....	2
West Virginia.....	6
	<u>70</u>

CHARTERED BY UNITED STATES GOVERNMENT.

Act of Congress.....	3
----------------------	---

CHARTERED IN FOREIGN COUNTRIES.

Great Britain.....	1
Total.....	<u>74</u>

Recapitulation

Number of Amendments to Licenses Issued to Corporations Licensed to do Business in Virginia, but Chartered in Other States and Foreign Countries.

CHARTERED IN OTHER STATES.

Connecticut.....	2
Indiana.....	1
Maryland.....	2
New Jersey.....	4
New York.....	9
Ohio.....	1
Pennsylvania.....	3
South Carolina.....	1
West Virginia.....	3
Wisconsin.....	1
Total.....	27

CHARTERED BY THE UNITED STATES GOVERNMENT.

Act of Congress.....	2
----------------------	---

CHARTERED IN FOREIGN COUNTRIES.

Great Britain.....	2
Total.....	31

Statement

Showing Aggregate Amount of Tax on Domestic Charters and Licenses to Foreign Corporations Entering the State of Virginia, for the Years Ending December 31, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911 and 1912.

	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912
Domestic charters....	\$12,217	\$19,683.00	\$21,761	\$31,113	\$31,511	\$17,124	\$26,634	\$29,011	\$29,001	\$31,500.80
Foreign Corporations..	7,207	47,482.75	8,901	15,941	10,424	7,839	12,391	14,507	28,412	24,145.00
Total.....	\$19,424	\$67,165.75	\$30,362	\$47,054	\$41,935	\$24,963	\$39,025	\$43,518	\$57,413	\$55,645.80

In 1912, receipts from domestic charters show an increase of \$2,499.80, over 1911, and foreign licenses a decrease of \$4,267.00 from 1911.

Total receipts from domestic charters and licenses to foreign corporations in 1912 were \$1,767.20 less than in 1911.

Total Receipts from Clerk's Office

Amount Collected and Turned into State's Treasury.

January.....	\$ 631 50
February.....	646 50
March.....	679 75
April.....	621 50
May.....	524 65
June.....	489 00
July.....	537 00
August.....	445 25
September.....	425 55
October.....	625 75
November.....	607 60
December.....	732 00
Total collections turned into treasury.....	\$ 6,966 05
Distributed as follows:	
Seals.....	\$ 1,505 00
Issuing and certifying.....	4,707 50
Copies.....	729 55
Fines.....	10 00
Costs.....	14 00
Total.....	\$ 6,966 05

STATEMENT

Of the Taxable Values of Canal Properties in the State, and the Taxes Assessed Thereon, and the Franchise Taxes Assessed Upon the Gross Transportation Receipts for the Year Ending 30th June, 1912.

NAME OF COMPANY	LOCATION	CANAL		Value of Boats and Machinery	Value of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
		Miles	Value						
Chesapeake and Albemarle Canal Company.....	Norfolk county.....	8.25	\$ 99,000	\$ 1,700	\$ 14,050	\$ 114,750	\$ 401 63	\$ 254 54	\$ 656 17
Lake Drummond Canal and Water Company.....	Norfolk county.....	14.00	140,000	4,390	28,132	172,522	603 82	584 23	1,188 05
Upper Appomattox Company.....	Dinwiddie county.....	5.00	25,000	-----	-----	25,000	-----	-----	-----
	Petersburg, city of.....	1.00	100	-----	91,000	91,100	-----	-----	-----
	Total.....	6.00	25,100	-----	91,000	116,100	406 35	-----	406 35
	Grand total.....	28.25	\$ 264,100	\$ 6,090	\$ 133,182	\$ 403,372	\$1,411 80	\$ 838 77	\$ 2,250 57

STATEMENT

Of the Taxable Values of Steam Railroad Properties in the State, and the Taxes Assessed Thereon, and the Franchise Tax Assessed Upon the Gross Transportation Receipts for the Year Ending June 30th, 1912.

NAME OF COMPANY	LOCATION	TRACE		Value of Rolling Stock, Etc.	Value of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
		Miles	Value						
Atlantic Coast Line Railroad Co.	Chesterfield county	28.425	\$ 222,130	\$ 45	\$ 14,088	\$ 706,263			
	Dinwiddie county	14.840	235,640	55	3,088	288,783			
	Emporia, town of	1.860	27,200	75	6,396	33,671			
	Greensville county	15.410	308,200		890	309,090			
	Nampanomund county	20.270	550,200	85	6,490	556,765			
				600	30,000	30,600			
		12.700	198,680	58,000	100,500	357,240			
		3.220	64,400	948,000	101,990	1,114,390			
					60,000	60,000			
		2.450	49,600		167,845	49,600			
Suffolk, city of Sussex county		2.051	40,620	525	2,000	209,010			
		.620	12,400	100	4,525	14,500			
		16.710	334,200	100		338,825			
Total		128.066	2,563,270	1,007,594	497,862	4,068,746	\$14,240 61	\$9,853 63	\$24,094 24
Atlantic and Danville Railway Co. The	Boydton, town of	1.01	9,090		730	9,820			
		24.79	323,110		1,345	324,455			
		1.33	6,640		9,175	14,815			
		.86	7,920		355	8,275			
		.89	6,210		3,600	9,810			
		.80	8,010		9,100	17,110			
		1.89	15,210		3,373	18,583			
		.36	3,340		1,308	4,648			
		21.11	126,640		485	127,125			
		23.07	307,690		980	308,670			
		3.39	9,510		40	9,550			
		3.93	26,280		50	26,330			
		8.85	7,740	7,500	46,762	54,262			
		44.44	330,210		7,785	337,995			
		25.50	261,860		1,496	263,356			
		12.95	100,240	347,178	19,591	467,008			
		3.64	31,960			31,960			

	60	\$,000	.....	3,000	0,900
Baltimore and Ohio Railroad Company.....	20.94	208,500	.....	5,406	274,006
Beaver Dam Railroad Company.....	1.25	11,350	.....	1,555	12,805
Big Handy and Cumberland Railroad Co.....	.64	5,700	.....	2,360	8,060
Big Stone Gap and Powell's Valley Railroad Company	17.13	51,500	.....	435	51,785
Cape Charles Railroad Company.....	20.50	88,500	.....	1,100	89,600
Carolina, Clinchfield and Ohio Railway.....	.65	5,950	.....	1,510	7,360
Chesapeake and Ohio Railway Company, The.....	1.00	3,000	.....	990	3,990
Total.....	252.64	1,871,000	354,878	129,098	2,348,706
Winchester, city of.....	.....	.....	148,000	.....	148,000
.....
Buchanan county.....	18.50	37,000	3,180	131	45,311
Big Stone Gap, town of.....	4.50	12,500	2,800	900	17,000
Northampton county.....	9.67	58,000	70	2,561	60,631
Dickenson county.....	.....	9,450	.....	.....	9,450
Russell county.....	17.365	280,450	.....	12,263	292,709
Scott county.....	35.707	571,312	.....	8,313	579,625
Wine county.....	4.394	70,144	533,723	4,612	608,489
Total.....	57.476	1,356	533,723	25,177	1,490,266
Albemarle county.....	56.16	1,040,850	.....	17,177	1,058,027
Alleghany county.....	70.56	1,118,530	.....	18,740	1,137,270
Amherst county.....	20.44	433,500	.....	6,573	440,073
Augusta county.....	28.37	767,400	.....	11,457	778,857
Baso city, town of.....	1.41	28,200	.....	3,584	31,784
Bath county.....	23.09	359,680	.....	9,781	369,461
.....	18.97	379,400	.....	8,422	387,822
.....	61.26	999,660	.....	18,452	1,018,102
.....	48	9,200	.....	2,041	11,241
.....	20.55	133,576	.....	2,327	135,903
.....	2.43	36,730	.....	1,220	37,950
.....	9.434	198,650	.....	6,184	204,834
.....	4.20	126,000	.....	1,594	127,594
.....	1.77	35,400	200	28,431	64,031
.....	1.89	87,000	25,000	319,553	432,343
.....	70	14,000	.....	2,087	16,087
.....	2.25	42,000	.....	3,587	45,587
.....	8.65	60,550	.....	4,502	65,052
Elizabet City county.....	8.955	119,100	.....	2,015	121,115
Fauvergne county.....	43.77	675,400	.....	16,044	691,444

Chesapeake Western Railway.....	Augusta.....	45,100	.....	.....	14,266	86,266	.....	836 00	1,179 06
	Bridgewater, town of.....	2,000	.....	.....	.....	2,000	.....	.....	.....
	Gloucester county.....	.....	.....	.....	.....	.....	.....	.....	.....
	Harrisonburg, town of.....	21,750	19,000	.....	.....	12,000	.....	.....	.....
	Rockingham county.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total.....	69,850	19,000	.....	.....	100,850	.....	253 00	.....
Cloverdale and Catawba Furnace Railroad Company.....	Botetourt county.....	8,300	.....	.....	.....	.....	.....	18 73	18 73
Cumberland Valley and Martins- burg Railroad Company.....	Frederick county.....	121,200	.....	.....	4,310	125,510	.....	.....	.....
	Winchester, city of.....	16,000	.....	.....	20,945	37,945	.....	.....	.....
	Total.....	137,200	.....	.....	25,155	162,355	.....	600 00	1,000 31
Cumberland Valley Railroad Com- pany.....	Winchester, city of.....	.....	8,133	.....	.....	8,133	.....	38 63	38 63
Danville and Western Railway Company.....	Danville, city of.....	1 25	65,203	.....	6,450	73,816	.....	.....	.....
	.....	38,750	225,240	.....	5,165	341,445	.....	.....	.....
	.....	1,000	7,000	40	4,110	11,150	.....	.....	.....
	.....	16,000	112,000	45	2,053	134,097	.....	.....	.....
	Pittsylvania county.....	19,500	129,500	15	5,168	141,683	.....	.....	.....
	Total.....	70,375	482,605	65,420	23,946	530,901	2,033 47	3,741 78	4,775 30
Delaware, Maryland and Virginia Railroad Company.....	Accomac county.....	60	18,200	9,035	7,814	30,049	105 17	44 96	150 13
Elkhorn Southern Railway.....	.....	.....	.....	.....	.....	.....	.....	2 50	2 50
Franklin and Pittsylvania Railroad Company.....	Elba, town of.....	50	1,750	.....	.....	1,750	.....	.....	.....
	Franklin county.....	19 45	65,150	.....	1,900	70,040	.....	.....	.....
	Pittsylvania county.....	16 50	57,750	.....	700	58,450	.....	.....	.....
	Rocky Mount, town of.....	53	1,500	13,260	805	15,618	.....	.....	.....
	Total.....	87 00	129,500	13,350	3,455	145,335	508 67	.....	308 67
Greenville and Dinwiddie Railway Company.....	Dinwiddie county.....	17 00	37,000	.....	1,750	38,750	.....	.....	.....
	Franklin, town of.....	.....	.....	13,535	.....	13,535	.....	.....	.....
	Total.....	17 00	37,000	13,535	1,750	42,275	147 96	430 53	578 48
Interstate Railroad Company.....	Appalachia, town of.....	96	7,680	.....	2,405	10,085	.....	.....	.....
	Norton, town of.....	20	1,600	.....	434	2,034	.....	.....	.....

STATEMENT OF TAXABLE VALUES OF STEAM RAILROAD PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	TRACK		Value of Rolling Stock, Etc.	Values of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
		Miles	Value						
Interstate Railroad Company (Continued.)	Wise county.....	27.96	\$ 223,840	\$ 59,150	\$ 10,330	\$ 293,310			
	Total.....	29.14	238,120	59,150	12,150	306,420	\$ 1,066 97	\$ 761 97	\$ 1,828 94
Ivanhoe and Carroll Railroad Company.....	Carroll county.....	4.00	6,000	1,200	400	7,600			
	Wythe county.....	1.00	1,500			1,500			
Total.....		5.00	7,500	1,200	400	9,100	31 35		31 35
Laurel Railway Company.....	Damascus, town of.....	1.45	4,350	5,653	250	10,253			
	Washington county.....	3.02	9,060			9,060			
Total.....		4.47	13,410	5,653	250	19,413	67 94	108 25	176 23
Louisville and Nashville Railroad Company.....	Appalachia, town of.....	1.11	17,700	4,953	5,155	27,807			
	town of.....	2.14	50,240	14,010	1,725	65,975			
		31.59	803,540	230,539	24,415	1,058,594			
		.15	2,400	663	11,045	14,108			
		.79	12,640	3,303	4,905	20,848			
	Wise county.....	11.31	180,960	60,863	1,770	243,593			
Total.....		68.09	1,069,540	394,365	49,035	1,412,940	4,945 36	7,167 25	12,092 61
Marion and Rye Valley Railway Company.....	Marion, town of.....	.75	3,750	24,655	2,962	31,367			
	Smyth county.....	17.35	86,750		1,034	87,784			
Total.....		18.10	90,500	24,655	3,996	129,151	463 03	675 92	1,127 94
Mount Airy and Eastern Railway Company.....	Patrick county.....	14.25	28,500	3,231	175	32,006	112 03	74 72	186 75
Nelson and Albemarle Railway Company.....	Albemarle county.....	11.53	57,900	14,350	2,013	74,263			
	Nelson county.....	4.68	23,450		1,912	25,362			
Total.....		16.27	81,950	14,350	3,925	99,625	248 60	524 49	873 19

	7 40	29,800	785	30,585	502 83
New River, Holston and Western Railroad Company.....	12.40	49,000	634	50,234	
Giles county.....	.80	3,200	10,175	13,605	
Narrows, town of.....					
Total.....	20.60	52,000	10,175	62,175	502 83
Accomac county.....	36.23	778,000	260	778,260	
Northampton county.....	24.01	682,100	300	682,400	
Total.....	59.24	1,460,100	560	1,460,660	20,807 11
Norfolk and Portsmouth Belt Line Railroad Company.....	13.33	201,300	40,966	242,266	2,004 61
Portsmouth, city of.....	.00	3,900		3,900	
Total.....	13.33	205,200	40,966	246,166	2,004 61
Norfolk Southern Railroad Company.....	11.04	71,840	200	72,040	11,802 88
Norfolk, city of.....	3.12	36,220	274,572	310,792	
Norfolk county.....	32.52	327,200	25,966	353,166	
Princess Anne County.....	57.68	413,510	13,740	427,250	
Suffolk, city of.....	11.49	8,940	10,734	19,674	
Virginia Beach, town of.....	3.91	23,460	29,033	52,493	
Total.....	110.67	883,960	308,466	1,192,426	11,802 88
Norfolk Terminal Railway Company.....	.35	30,000	322,974	352,974	1,130 41
Norfolk and Western Railway Company.....	1.35	27,000	15,327	42,327	
Abingdon, town of.....	4.10	82,000	2,091	84,091	
Alleghany county.....	20.05	394,470	495	394,965	
Amberet county.....	38.15	577,380	13,151	590,531	
Appomattox county.....	1.67	26,250	5,325	31,575	
Augusta county.....	25.13	983,330	5,159	988,489	
Botetourt county.....	1.71	51,300	32,011	83,311	
Boyes, town of.....	2.66	15,900	14,433	30,333	
Bristol, city of.....	1.50	23,500	12,929	36,429	
Brookneal, town of.....	.26	4,160	3,149	7,309	
Botetourt county.....	35.09	640,120	9,402	649,522	
Boyes, town of.....	75	12,000	1,471	13,471	
Bristol, city of.....	1.68	24,250	72,094	96,344	
Brookneal, town of.....	1.17	11,700	815	12,515	

STATEMENT OF TAXABLE VALUES OF STEAM RAILROAD PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	Track		Value of Rolling Stock, Etc.	Value of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
		Miles	Value						
Norfolk and Western Railway Company (Continued.)	Buchanan, town of	.70	\$ 11,300	—	\$ 33	\$ 11,333	—	—	—
		3.31	36,900	—	16,817	53,717	—	—	—
		1.00	20,300	—	6,703	26,903	—	—	—
		1.06	24,300	—	8,678	32,978	—	—	—
		66.34	\$76,800	—	9,079	85,879	—	—	—
		30.76	170,450	—	5,820	176,270	—	—	—
		2.90	47,840	—	4,150	51,990	—	—	—
		15.95	253,600	—	1,500	255,100	—	—	—
		.57	8,120	—	3,052	11,172	—	—	—
		1.19	12,770	—	2,310	15,080	—	—	—
		4.15	24,900	—	2,980	27,880	—	—	—
		4.57	91,400	—	3,904	95,304	—	—	—
		26.23	676,000	—	256	676,256	—	—	—
		.86	17,300	—	11,214	28,514	—	—	—
		1.43	23,000	—	801	23,801	—	—	—
		.77	15,400	—	3,936	19,336	—	—	—
		20.94	359,200	—	17,326	376,526	—	—	—
		.81	4,060	—	3,969	8,029	—	—	—
		.61	3,000	—	600	3,600	—	—	—
		44.34	808,300	—	15,926	824,226	—	—	—
		1.76	11,026	—	11,416	22,442	—	—	—
		1.71	27,300	—	785	28,085	—	—	—
		2.96	92,000	—	7,126	99,126	—	—	—
		.42	2,100	—	190	2,290	—	—	—
		.83	14,000	—	1,079	15,079	—	—	—
		37.93	373,300	—	4,046	377,346	—	—	—
		20.70	256,400	—	3,980	260,380	—	—	—
		2.11	20,400	—	1,046	21,446	—	—	—
		.47	4,700	—	700	5,400	—	—	—
		8.17	163,400	—	13,601	177,001	—	—	—
		1.33	26,600	—	5,448	32,048	—	—	—
		1.53	7,600	—	—	7,600	—	—	—
		.77	12,300	—	7,906	20,206	—	—	—
		5.40	103,600	\$ 850	161,302	265,952	—	—	—
		1.53	36,600	—	11,324	47,924	—	—	—
		1.13	14,100	—	8,426	22,526	—	—	—
		36.56	357,180	—	22,573	379,753	—	—	—
		15.74	274,800	—	3,081	277,881	—	—	—

	25,100	25,100	11,300	842,506	26,707
	7.58	178,700		38,282	1,012,796
	16.16	418,920		4,590	1,458,302
	1.11	17,760		28,503	32,360
	1.41	28,046		38,104	51,540
	27.08	557,300	8,453	3,680	655,846
	30.06	478,780		1,664	479,430
	96	19,000		53,606	20,694
	2.46	48,300		8,065	101,906
	2.35	39,680		7,779	27,945
	26.08	500,400		10,851	508,179
	26.74	412,480		9,850	422,331
	36.08	598,400		19,025	608,110
	4.48	78,800		39,424	94,255
	2.22	94,000		6,919	125,124
	2.57	29,420		3,251	36,239
	30	10,800		1,243,871	14,051
	7.16	208,910	13,086,867	19,681	14,531,408
	44.13	713,620		3,994	723,301
	33.16	631,070		2,192	629,263
	18.01	304,160		14,596	308,154
	78	9,400		8,246	12,508
	83	12,400		35,631	20,503
	26.26	320,660		5,863	528,906
	3.26	79,740		14,126	94,238
	1.63	12,225		1,650	12,835
	2.78	26,500		8,246	70,171
	22.02	440,400		3,061	446,263
	1.22	13,200		14,126	16,400
	7.05	141,000		14,126	144,061
	71	14,200		14,126	28,326
	14.27	235,400		849	236,150
	2.11	33,760		1,470	35,230
	48.88	635,670		24,352	709,923
	1.40	49,000		1,441	43,441
	1.25	26,000		1,678	26,678
	23.09	268,790		6,540	274,230
	36.80	642,126		3,795	646,920
	1.48	28,600		1,232	29,832
	1.05	31,000		1,232	22,322
	26.94	345,220		10,036	358,256
	71.35	826,000		14,101	841,001
	2.29	45,800		4,205	50,195
Wyallesville, town of.....					
Total.....	1,146.84	18,789,455	13,121,889	3,173,822	25,079,166
Fredericksburg, city of.....	.60	1,350	18,905	9,970	20,305
Orange county.....	19.00	42,750	15	4,237	46,992
Spotsylvania county.....	18.00	40,500	50	85	40,515
Total.....	37.60	84,600	20,060	13,262	117,912
Potomac, Fredericksburg and Piedmont Railroad Company.....					
			</		

	85	25,800	11,800	937	26,707
	7.06	178,700		942,906	1,022,706
	16.16	418,930		39,293	458,223
	1.11	17,760		4,690	22,450
	1.44	28,040		28,800	51,840
	27.08	557,200	9,483	89,104	656,846
	30.06	476,780		8,680	479,460
	96	19,000		1,694	20,694
	3.46	48,800		53,606	101,906
	3.35	39,880		8,065	87,945
	26.08	600,400		7,778	608,178
	26.74	412,480		10,651	423,131
	28.08	608,440		9,640	618,080
	4.45	78,800		19,085	94,885
	3.22	94,900		29,434	126,334
	3.57	39,480	800	6,919	46,199
	90	10,800		2,351	14,051
	7.15	208,910	13,086,867	1,342,571	14,551,406
	64.13	713,630		18,681	732,311
	23.16	631,070		8,313	639,383
	19.01	304,160		3,994	308,154
	79	9,480		2,068	12,548
	52	19,400		2,102	20,502
	26.36	620,600		8,346	628,946
	3.38	79,740		14,608	94,348
	1.63	12,226		1,630	13,856
	2.78	26,650		23,631	70,281
	22.08	460,400		5,853	466,253
	1.22	18,200		3,200	18,400
	7.06	141,000		3,061	144,061
	.71	14,200		14,126	28,326
				180	180
	14.27	295,400		949	296,349
	2.11	39,760		1,470	35,290
	48.68	686,670		24,362	709,032
	1.40	42,000		1,441	43,441
	1.25	28,000		1,678	26,322
	23.09	368,790		5,560	374,350
	36.80	643,126		2,766	645,892
	1.43	28,000		1,283	29,283
	1.05	21,000		1,332	22,332
	26.94	248,220		10,036	258,256
	71.25	820,000		14,101	841,001
	2.39	48,800		4,393	50,193
Wytheville, town of					
Total	1,146.84	18,783,456	13,121,889	3,173,822	35,079,166
Potomac, Fredericksburg and Piedmont Railroad Company					
Fredericksburg, city of	.60	1,850	18,965	8,970	30,305
Orange county	19.00	42,750	16	4,227	46,993
Spotsylvania county	18.00	40,500	50	66	40,616
Total	37.60	84,600	29,060	13,263	117,912
				132,777.06	324,368.76
					347,145.84
				412.89	600.29
					1,012.93

STATEMENT OF TAXABLE VALUES OF STEAM RAILROAD PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	TRACK		Value of Rolling Stock, Etc.	Value of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
		Miles	Value						
Potomac Railroad Company.....	Prince William county.....	1.10	\$ 33,000	.....	.....	\$ 33,000	\$ 115 50	\$ 267 38	\$ 482 88
Richmond, Fredericksburg and Potomac Railroad Company.....	Ashland, town of..... Hanover county..... Henrico county..... Fredericksburg, city of..... Richmond, city of.....	.....	.....	.....	\$ 600 2,000 75,000 300 16,693	600 2,000 75,000 300 16,693	.....	.....	.....
Total.....	Total.....	.....	.....	.....	95,593	95,593	334 57	.....	334 57
Richmond, Fredericksburg and Potomac and Richmond and Petersburg Railroad Connection Company.....	Richmond, city of.....	1.21	73,000	.....	880	73,480	257 18	390 83	648 01
Richmond and Mecklenburg Railroad Company.....	Charlotte county..... Chase City, town of..... Mecklenburg county.....	7.32 1.00 .59 .05 2.76 18.51	70,390 9,000 5,310 6,850 24,840 166,500	..... ..... \$ 41,660	600 2,500 2,000 500 2,326	70,990 11,500 48,970 6,850 25,340 168,916	.....	.....	.....
Total.....	Total.....	31.33	281,970	41,660	7,926	331,656	1,160 44	.....	1,160 44
Roaring Fork Railroad Company.....	Wise county.....	1.63	9,720	28,000	26	37,745	133 10	125 34	267 44
Roanoke Connecting Railroad Company.....	Alexandria county.....	1.44	23,040	1,416	22,964	48,409	160 43	107 07	276 50
Rustin Railroad Company.....	Pulaski county.....	2.76	5,520	.....	.....	5,520	19 32	6 00	25 32
Seaboard Air Line Railway.....	Boykins, town of..... Brunswick county..... Chesterfield county.....	.712 23.831 23.061	11,731 453,420 441,630	..... ..... .....	2,225 9,354 6,304	13,956 461,774 447,934	.....	.....	.....

Southern Railway Company		Suffolk, city of		Total		Albemarle county		King William county		Leeburg, town of		Loudoun county	
26 898	537,960	158,538	3,157,764	563,896	1,161,068	4,600	647,000	2,315	17,315	7,570	545,560	17,000 48	11,458 02
790	15,800	1	40,240	10,700	111,690	111,690	168,730	1,405	14,545	6,172	90,972		26,547 50
2 007	40,140	7 34	38,080	---	12,130	12,130	101,200	---	14,545	29,081	69,511		
7 660	123,200	19 10	296,500	---	7 912	7,912	294,412	---	663,096	3,489	154,689		
17 860	267,000	23 43	478,400	---	25,257	25,257	618,657	---	33,766	5,218	363,218		
17 420	248,400	60	12,000	---	1,125	1,125	12,125	---	68,081	3,839	252,259		
9 080	180,600	90	18,600	---	3,080	3,080	16,690	---	408,900	408,900	632,650		
1 051	21,020	1 03	15,450	---	1,240	1,240	16,690	---	38,150	27,146	345,281		
1 060	51,900	24 46	710,140	---	11,209	11,209	721,249	---	498,098	37,146	545,281		
2 417	56,906	17 35	290,250	---	3,160	3,160	293,400	---	59,000	519,480	600,260		
26 690	472,450	94	18,800	---	23,607	23,607	42,407	---	114,978	171,978	171,978		
890	16,600	57	11,400	---	2,614	2,614	14,014	---	12,246	486,696	486,696		
		18 92	252,800	---	3,640	3,640	257,440	---	5,117	24,717	24,717		
		80	5,400	---	---	---	5,400	---	---	---	---		
		50	15,000	---	---	---	15,000	---	---	---	---		
		87	13,050	---	---	---	13,050	---	---	---	---		
		21 72	651,000	---	---	---	651,000	---	---	---	---		
		98	29,400	---	---	---	29,400	---	---	---	---		
		2 86	58,760	---	---	---	58,760	---	---	---	---		
		2 00	30,000	---	---	---	30,000	---	---	---	---		
		84	15,600	---	---	---	15,600	---	---	---	---		
		1 00	20,000	---	---	---	20,000	---	---	---	---		
		20 26	780,860	---	---	---	780,860	---	---	---	---		
		2 21	26,520	---	---	---	26,520	---	---	---	---		
		60 26	896,860	---	---	---	896,860	---	---	---	---		
		44	6,000	---	---	---	6,000	---	---	---	---		
		36 33	644,950	---	---	---	644,950	---	---	---	---		
		47	7,050	---	---	---	7,050	---	---	---	---		
		10 62	96,890	---	---	---	96,890	---	---	---	---		
		2 47	29,640	---	---	---	29,640	---	---	---	---		
		1 86	20,250	---	---	---	20,250	---	---	---	---		
		13 31	119,790	---	---	---	119,790	---	---	---	---		
		57	6,840	---	---	---	6,840	---	---	---	---		
		27 93	238,160	---	---	---	238,160	---	---	---	---		

STATEMENT OF TAXABLE VALUES OF STEAM RAILROAD PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	TRACE		Value of Rolling Stock, Etc.	Value of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
		Miles	Value						
Southern Railway Company (Continued).	Lunenburg county.....	3.90	\$ 58,500	-----	\$ 985	\$ 59,305			
		6.06	129,300	-----	103,005	242,305			
		.49	14,700	-----	4,449	19,149			
		6.54	58,900	-----	500	59,390			
		.73	11,700	-----	4,000	15,700			
		19.51	206,300	-----	6,150	402,350			
		11.89	107,010	-----	1,550	108,570			
		-----	-----	-----	125,000	125,000			
		.66	13,300	\$ 44,750	212,971	270,921			
		9.17	137,550	-----	525	138,075			
		18.27	415,400	-----	18,725	434,125			
		.58	14,100	-----	7,535	21,635			
		49.45	1,145,150	-----	11,558	1,156,708			
Portsmouth, city of Potomac, town of.....		60	7,200	-----	26,000	33,000			
		6.20	95,000	-----	680	95,680			
		9.70	145,500	-----	1,575	147,075			
		26.15	575,400	-----	645	576,045			
		.63	7,500	-----	7,925	15,425			
		.37	11,100	-----	756	11,856			
		2.58	66,570	\$ 199,094	2,135	68,705			
		16.28	344,200	-----	337,818	682,018			
		.38	4,500	-----	1,070	5,570			
		30.77	461,550	-----	1,469	463,019			
		2.00	30,000	-----	6,470	36,470			
		.51	7,050	-----	3,120	10,170			
		.72	10,800	-----	1,453	12,253			
West Point, town of Woodstock, town of.....		.57	8,550	-----	900	9,450			
		1.75	21,000	-----	1,025	22,025			
		17.46	263,300	-----	1,313	264,613			
		.74	3,700	-----	4,105	7,805			
		1.26	11,520	15	7,038	18,743			
		1.03	15,450	-----	30,900	46,350			
		-----	-----	-----	5,305	20,755			
	Total.....	604.15	11,000,150	\$ 3,354,809	1,220,897	15,535,796	\$54,575 11	\$63,267 60	\$139,003 88
	Steel Ores Railway.....	5.50	\$ 2,250	575	-----	9,126	-----	-----	31 94
	Augusta county.....	-----	-----	-----	-----	-----	-----	-----	-----

Surry, Sussex and Southampton Railway Company.....	1 50	8,000	40,535	7,845	23,380	1,548 20	3,264 08
Tideewater and Western Railroad Company.....	29.50	40,000	-----	1,385	41,385		
Surry county.....	23.50	70,000	-----	3,073	73,073		
Sussex county.....	11.33	30,320	-----	1,540	30,860		
Wakefield, town of.....	1.27	5,080	-----	1,538	6,618		
Total.....	67.10	151,400	40,535	12,893	204,528	716 35	3,264 08
Chesterfield county.....	29.11	70,230	48,180	12,148	138,558		
-----	25.41	50,820	-----	1,826	52,646		
-----	.10	300	-----	304	604		
-----	26.75	53,500	-----	3,364	56,864		
-----	.79	1,580	300	55	1,635		
Richmond, city of.....	-----	-----	-----	-----	300		
Total.....	93.15	184,330	48,480	16,457	249,267	848 51	1,830 57
Valley Railroad Company of Virginia	33 01	254,000	-----	5,455	261,535		
-----	-----	-----	-----	1,140	1,140		
-----	1 48	11,840	-----	1,135	1,135		
-----	1.33	10,640	-----	18,035	20,325		
-----	-----	-----	-----	3,369	13,809		
-----	16.11	128,860	-----	500	500		
-----	9.91	70,360	-----	4,454	133,234		
-----	.72	5,760	-----	839	80,119		
-----	-----	-----	-----	1,175	1,175		
-----	-----	-----	-----	35,980	31,750		
-----	61.54	492,480	-----	68,094	554,574	1,731 94	3,722 97
-----	-----	-----	-----	-----	-----	115 37	115 37
-----	-----	-----	-----	-----	-----		
-----	12	720	23,880	2,129	25,739		
-----	2.33	9,490	-----	980	9,470		
-----	21.85	181,100	-----	2,106	123,206		
Total.....	24.30	140,310	23,880	5,215	168,415	569 45	1,735 43
Washington county.....	5.30	31,300	-----	-----	31,300	109 20	109 20
-----	406	2,000	2,060	310	4,360		
-----	3.794	18,970	-----	-----	18,970		
Total.....	4.900	31,000	2,860	310	23,300	81 76	219 04

STATEMENT OF TAXABLE VALUES OF STEAM RAILROAD PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	TRACK		Value of Rolling Stock, Etc.	Value of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
		Miles	Value						
Virginia Southern Railroad Company.....	Grayson county.....	8 00	\$ 30,000	\$ 6,965	\$ 1,553	\$ 38,538			
	Smyth county.....	6 00	30,000	-----	90	30,090			
	Total.....	12 00	60,000	6,965	1,643	68,028	\$ 240 20	\$ 313 96	\$ 554 16
Virginia and Southwestern Railway Company.....	Annalschla, town of.....	48	5,760	-----	516	6,276			
	of.....	3 10	37,200	-----	960	38,160			
	of.....	1 60	15,000	624,921	36,850	676,771			
	of.....	43	5,160	-----	860	6,020			
	of.....	1 90	22,800	-----	335	23,135			
	of.....	65	7,800	-----	100	7,900			
	Gate City, town of.....	22 78	184,460	-----	3,560	188,020			
	Lee county.....	43 42	493,940	-----	3,495	497,435			
	Scott county.....	14 77	147,700	-----	2,815	150,515			
	Washington county.....	9 18	87,460	-----	7,010	94,470			
	Wise county.....			-----					
	Total.....	98 21	1,007,180	624,921	56,470	1,688,571	5,910 00	9,100 44	15,010 44
Virginian Railway Company, The..	Bedford county.....	20 20	493,200	-----	6,024	499,224			
	of.....	87	13,920	-----	1,914	15,834			
	of.....	31 62	345,920	-----	5,113	352,033			
	of.....	32 88	696,080	-----	7,828	753,908			
	of.....	27 26	436,160	-----	6,027	442,187			
	of.....	20 79	476,640	-----	5,270	481,910			
	of.....	10 74	171,840	-----	1,781	173,621			
	of.....	7 67	122,720	-----	1,018	123,738			
	of.....	4 160	4,160	-----	1,731	5,891			
	of.....	24 28	338,480	-----	5,798	344,278			
	of.....	33 13	630,080	-----	10,730	640,810			
	of.....	15 35	245,600	-----	2,855	248,455			
	of.....			2,212,074	11,164	2,223,238			
	of.....			8,000	23,264	31,264			
	of.....	22 28	358,080	-----	78,790	436,870			
	of.....	4 92	78,790	-----	8,10	86,890			
	of.....	8 10	126,600	-----	730	127,330			
	of.....	2 40	64,400	-----	20,182	84,582			
	of.....	18 96	303,680	-----	4,360	308,040			

Virginian Terminal Railway Company, The.....	Salem, town of.....	2 33	37,290	-----	3,804	41,084	26,836 67	33,630 40	60,467 07
Washington Southern Railway Company.....	Southampton county.....	2.07	863,120	-----	8,029	361,149			
	Suffolk, city of.....	1.12	17,920	-----	3,022	20,942			
	Sussex county.....	10.87	173,920	-----	6,622	180,542			
	Victoria, town of.....	1.44	23,040	3,500	24,838	51,378			
	Total.....	329.66	5,274,560	2,219,574	173,487	7,667,621	26,836 67	33,630 40	60,467 07
	Norfolk county.....	1.35	40,500	5,000	215,280	260,780	912 73	-----	912 73
	Alexandria, city of.....	-----	-----	226,940	-----	226,940			
	Alexandria county.....	6.87	394,900	36,000	206,783	627,683			
	Fairfax county.....	18.17	513,140	-----	63,358	576,498			
	Prince William county.....	10.66	319,800	500	50,990	371,390			
	Total.....	35.70	1,217,840	263,440	321,131	1,802,411	6,308 43	10,366 92	16,675 35
White Top Railway Company.....	Washington county.....	1.875	11,250	100	5,900	17,250	60 38	12 00	72 38
Winchester and Potomac Railroad Company.....	Clarke county.....	3.17	47,550	-----	82	47,632			
	Frederick county.....	7.67	115,050	-----	2,417	117,467			
	Winchester, city of.....	.38	5,700	-----	20,481	26,181			
	Total.....	11.22	168,300	-----	22,980	191,280	669 48	655 11	1,324 59
Winchester and Strasburg Railroad Company.....	Frederick county.....	14.26	213,900	-----	3,952	217,852			
	Shenandoah county.....	4.19	62,850	-----	1,887	64,737			
	Winchester, city of.....	.55	8,250	-----	1,661	9,911			
	Total.....	19.00	285,000	-----	7,500	292,500	1,023 75	1,127 99	2,151 74
Wise Terminal Company.....	Wise county.....	5.87	29,350	4,650	1,052	35,052	122 68	327 25	449 93
	Grand total.....	4,462.72	\$66,894,827	\$32,031,881	\$10,958,346	\$109,885,054	\$384,597 60	\$560,671 49	\$945,269 09

STATEMENT

Of the Taxable Values of Mining and Lumber Railroad Properties in the State, and the Taxes Assessed Thereon, and the Franchise Tax Assessed Upon the Gross Transportation Receipts for the Year Ending 30th June, 1912.

NAME OF COMPANY	LOCATION	TRACE		Value of Rolling Stock, Etc.	Value of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
		Miles	Value						
Brill, Geo. W., Lumber Company, Inc.....	Dinwiddie county.....	7.86	\$ 14,148	\$ 1,800	\$ 102	\$ 16,050	\$ 56 17	\$ 3 02	\$ 59 19
Currier Lumber Corporation.....	Wise county.....	19.50	31,500	16,500	4,080	52,080	182 28	415 87	598 15
Dismal Swamp Railroad Company.	Norfolk county.....	15.00	15,000	7,125	250	22,375	78 31	115 35	193 66
Longdale Iron Company.....	Alleghany county.....	12.00	36,000	14,270	3,428	53,698	187 94	-----	187 94
Mathieson Alkali Works, The.....	Smyth county.....	2.00	10,000	16,923	457	27,380	95 83	58 00	153 83
New York Mining and Manufacturing Company.....	Wise county.....	4.00	16,000	4,000	-----	20,000	70 00	79 64	149 64
Shenandoah Iron and Coal Company, Inc.....	Shenandoah county.....	11.00	5,500	655	40	6,195	21 68	46 62	68 30
Southern Gypsum Company, Inc....	Smyth county.....	3.50	14,000	2,125	100	16,225	56 78	13 04	69 82
Sulphur Mining and Railroad Company.....	Louisa county.....	3.75	18,750	-----	-----	18,750	65 63	-----	65 63
Tuckahoe and James River Railroad, The.....	Goochland county..... Henrico county.....	1.00 4.00	8,000 32,000	----- 5,040	----- 1,025	8,000 38,065	-----	-----	-----
-	Total.....	5.00	40,000	5,040	1,025	46,065	161 22	56 25	217 47
Virginia Ore and Lumber Company, Inc.....	Franklin county..... Henrico county..... Patrick county.....	4.75 1.73 5.85	11,875 4,325 14,625	----- ----- 1,735	216 277 410	12,091 4,602 16,770	-----	-----	-----
-	Total.....	12.33	30,825	1,735	903	33,463	117 12	49 80	166 92

Virginia Portland Railway Com- pany.....	Augusta county.....	3.00	9,000	3,000	.....	12,000	45 15	212 16	257 81
Wilson Saw Mill Company, Inc.....	Amelia county.....	5.00	7,500	.....	.....	7,500			
	Dinwiddie county.....	1.00	1,500	.....	.....	1,500			
	Nottoway county.....	5 00	7,500	4,000	80	11,580			
	Total.....	11.00	16,500	4,000	80	20,580	72 03	14 54	86 57
	Grand total.....	109.94	\$ 257,223	\$ 78,073	\$ 10,465	\$ 345,761	\$ 1,210 14	\$ 1,064 29	\$ 2,274 43

STATEMENT

Of the Taxable Values of Electric Railway Properties in the State, and the Taxes Assessed Thereon, and the Franchise Tax Assessed Upon the Gross Transportation Receipts for the Year Ending 30th June, 1912.

NAME OF COMPANY	LOCATION		TRACK		Value of Rolling Stock, Etc.	Value of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
	Miles		Miles	Value						
Appalachian Power Company.....	.70	Graham, town of.....		\$ 3,950	\$ 494	\$ 289	\$ 4,733	\$ 16 57	\$ 84 83	\$ 101 40
Blue Ridge Light and Power Company.....	4.50	Staunton, city of.....		18,000	4,000		22,000	77 00	109 67	186 67
Bristol Traction Company.....	3.57	Bristol, city of.....		12,495	1,217		13,712	47 99	58 90	106 89
Charlottesville and Albemarle Railway Company.....	1.70 1.40	Albemarle county..... Charlottesville city.....		17,000 14,000		52,535 3,110	69,535 28,266			
Citizens Railway Light and Power Company.....	3.10	Total.....		31,000	11,156	55,645	97,801	342 30	319 60	661 90
	3.80 1.11	Newport News, city of... Warwick county.....		58,800 17,200	35,900	24,100 4,000	118,800 21,200			
	4.91	Total.....		76,000	35,900	28,100	140,000	490 00	385 28	875 28
Danville Traction and Power Company.....	5.22 .34	Danville, city of..... Pittsylvania county.....		74,580 4,080	40,356	26,853	141,789 4,080			
	5.56	Total.....		78,660	40,356	26,853	145,869	510 54	1,169 15	1,679 69
Hampton Roads Traction Company	7.13 .56 .50	Elizabeth City county... Hampton, city of..... Warwick county.....		111,260 7,840 9,000	6,000	12,000 900	129,260 8,740 9,000			
	8.19	Total.....		128,100	6,000	12,900	147,000	514 50	148 28	662 78
Lynchburg Traction and Light Company.....	1.005	Campbell county.....		16,050	30,000		46,050			

Mill Mountain Incline, Inc.....	Lynchburg, city of.....	12 920	203,800	134,975	106,733	445,508	1,720 45	2,269 34	3,989 79
	Total.....	14 525	219,850	164,975	106,733	491,559			
Newport News and Old Point Rail- way and Electric Company.....	Roanoke county.....	.37	8,372	10,146	5,304	23,822	83 37	66 43	149 80
	Elizabetb City county.....	7.28	126,450	114,600	43,500	284,550			
	Hampton, city of.....	2.82	47,000	51,550	37,500	136,050			
	Newport News, city of.....	7.48	117,200		200	117,400			
	Phoebus, town of.....	1.80	32,050			32,050			
	Total.....	19.38	322,700	166,150	81,200	570,050	1,995 17	2,559 07	4,554 29
Norfolk City and Suburban Rail- way Company.....	Norfolk, city of.....			2,760		2,760			
	Norfolk county.....	4.50	47,250			47,250			
	Total.....	4.50	47,250	2,760		50,010	175 03	54 57	229 60
Norfolk and Ocean View Railway Company.....	Norfolk, city of.....	5.01	61,800	15,800	400	78,000			
	Norfolk county.....	4.95	37,700	50	14,000	51,750			
	Total.....	9.96	99,500	15,850	14,400	129,750	454 12	643 72	1,097 84
Norfolk Railway and Light Com- pany.....	Norfolk, city of.....	23.20	405,850	84,050	23,025	512,925			
	Norfolk county.....	13.51	170,700	20,000	52,000	242,700			
	Total.....	36.71	576,550	104,050	75,025	755,625	2,644 68		2,644 68
Radford Water Power Company...	Radford, city of.....	2.63	10,520	3,280	2,000	15,800	55 30	92 65	147 95
Richmond and Chesapeake Bay Railway Company.....	Ashland, town of.....	.598	9,568	2,500	3,625	15,693			
	Hanover county.....	4.920	78,720		1,200	79,920			
	Henrico county.....	8.897	142,352	500	11,025	153,877			
	Richmond, city of.....	.349	10,470	45,535	13,390	69,395			
	Total.....	14.764	241,110	48,535	29,240	319,885	1,116 09	522 32	1,638 41
Richmond and Henrico Railway Company.....	Richmond, city of.....	4.93	254,860	127,000	74,825	456,685	1,598 39	847 58	2,445 97
Richmond and Rappahannock River Railway Company.....	Henrico county.....	7.52	26,320		206	26,526			
	Richmond, city of.....	.28	980	10,900	5,250	17,130			
	Total.....	7.80	27,300	10,900	5,456	43,656	152 79		152 79

STATEMENT OF THE TAXABLE VALUES OF ELECTRIC RAILWAY PROPERTIES IN THE STATE--CONTINUED

NAME OF COMPANY	LOCATION	TRACE		Value of Rolling Stock, Etc.	Value of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
		Miles	Value						
Roanoke Railway and Electric Company.....	Roanoke, city of.....	13.08	\$ 207,540	\$ 75,800	\$ 98,585	\$ 381,905			
	Roanoke county.....	8.63	56,260	.....	25,100	80,360			
	Salem, town of.....	2.40	14,760	.....	200	14,960			
	Vinton, town of.....	1.00	6,000	.....	800	6,800			
	Total.....	25.11	283,560	76,800	124,665	484,025	\$ 1,694.08	\$ 3,001.30	\$ 4,695.47
Tazewell Street Railway Company.	North Tazewell, town of.....	.33	990	.....	.....	990			
	Tazewell county.....	44	1,320	.....	.....	1,320			
	Tazewell, town of.....	1.21	3,630	1,250	250	5,130			
	Total.....	1.97	5,910	1,250	250	7,410	25.94	88.78	114.72
Virginia Railway and Power Company.....	Barton Heights, town of.....	81	12,150	.....	.....	12,150			
	.....	22.23	262,370	.....	12,305	274,675			
	.....	1.06	10,500	.....	4,850	15,350			
	.....	10.57	90,580	.....	10,138	100,698			
	..... of	1.96	15,690	.....	.....	15,690			
	.....	9.48	127,800	500	54,200	182,500			
	.....	30.67	293,558	25,100	35,650	354,308			
	.....	5.99	79,260	2,100	26,540	108,900			
	.....	13.41	165,480	250	900	166,630			
	.....	25	2,800	.....	.....	2,800			
	Richmond, city of.....	34.31	798,235	734,950	251,709	1,784,894			
	Total.....	130.73	1,887,693	765,900	396,292	3,019,885	10,569.59	27,079.18	37,648.77
Washington and Old Dominion Railway.....	Alexandria county.....	7.70	100,750	30,800	38,330	169,880			
	Fairfax county.....	9.12	136,800	.....	5,440	142,240			
	Total.....	16.82	237,550	30,800	43,770	312,120	1,092.42	1,235.34	2,327.76
Washington-Virginia Railway Company.....	Alexandria, city of.....	2.30	28,680	.....	5,538	34,218			
	Alexandria county.....	16.23	176,400	120,450	112,497	408,347			
	Fairfax county.....	14.25	86,450	.....	7,173	93,623			

Fairfax, town of	1.85	9,250	---	215	9,465		
Falls Church, town of	2.15	12,900	---	1,656	14,556		
Vienna, town of	1.52	7,600	---	2,756	10,356		
Total	38.39	320,280	120,450	129,838	570,568	1,996.98	3,952.38
Grand total	359.209	\$4,861,210	\$1,746,969	\$1,212,785	\$7,830,964	\$27,373.30	\$44,688.46
							5,949.36
							\$72,061.76

STATEMENT

Of the Taxable Values of Telegraph and Telephone Properties in the State, and the Taxes Assessed Thereon, and the License Tax Assessed Upon the Gross Earnings and Receipts for the Year Ending 30th June, 1912.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Aarons Creek Telephone Co.	Halifax county	1.00	.....	\$ 30 00	\$ 6 00	\$ 36 00			
	Mecklenburg county	7 00	.....	210 00	112 00	322 00			
	Total	8.00	.....	240 00	118 00	358 00	\$ 1 25		\$ 1 25
Accomac and Northampton Telephone Company	Accomac county	126 39	.....	3,791 70	3,015 18	6,806 88	23 82	\$ 54 08	77 90
	Albemarle county	129 75	125	5,290 00	8,910 00	14,200 00			
	Charlotteville, city of	6 00	1 000	1,400 00	22,621 00	24,021 00			
Altavista Telephone Company, Inc.	Total	135 75	1,125	8,690 00	31,531 00	38,221 00	133 77	361 40	495 17
	Bedford county	15 00	.....	225 00	45 00	270 00			
	Campbell county	58 00	.....	870 00	763 00	1,633 00			
Amelia and Powhatan Telephone Company, The	Total	73.00	.....	1,095 00	808 00	1,903 00	6 66	16 49	23 15
	Amelia county	25 50	.....	382 50	13 50	396 00			
	Powhatan county	5.00	.....	75 00	.....	75 00			
American Telephone and Telegraph Company of Virginia	Total	30 50	.....	457 50	13 50	471 00	1 65		1 65
	Albemarle county	24 86	.....	4,357 50	7,709 20	12,066 70			
		1 46	.....	182 50	613 30	795 80			
		34 75	.....	4,343 75	3,294 50	7,638 25			
		28 39	.....	3,548 75	6,749 00	10,297 75			
		21 16	.....	2,645 00	3,792 40	6,437 40			
		7 90	.....	950 00	491 00	1,441 00			
		13 90	.....	1,737 50	1,046 00	2,783 50			
		20 00	.....	3,873 75	4,344 20	8,217 95			
	wn of	1.13	.....	141 25	791 80	933 05			

	78	97 50	124 40	221 90	1,123 58	1,832 14	2,985
.....	83	103 75	157 40	261 15			
.....	25 15	4,393 75	11,373 00	15,766 75			
.....	32 32	4,102 50	13,794 40	17,886 90			
.....			600 00	600 00			
.....	34 84	3,105 00	12,741 60	15,846 60			
.....	2 12	265 00	338 00	603 00			
.....	2 26	252 50	1,685 60	2,168 10			
.....	1 13	141 25	203 40	344 65			
.....	22 59	2,823 75	4,969 80	7,793 55			
.....	1 69	198 75	405 60	604 35			
.....	22	27 50	1,210 40	1,237 90			
.....	39 94	4,922 50	8,188 00	13,110 50			
.....	29	36 25	121 80	158 05			
.....	1 54	192 50	374 40	566 90			
.....	39 07	4,683 75	12,595 40	17,479 15			
.....	96	120 00	313 60	433 60			
.....	15 28	1,910 00	3,361 60	5,271 60			
.....			92 80	92 80			
.....	1 29	161 25	180 60	341 85			
.....	15 05	1,881 25	2,531 40	5,412 65			
.....	10 37	1,296 25	4,355 40	5,651 65			
.....	12 63	1,578 75	5,304 80	6,883 55			
.....	89	111 25	124 60	235 85			
.....	9 40	1,175 00	3,195 00	4,371 00			
.....	1 16	145 00	8,686 00	8,831 00			
.....	20 30	2,537 50	6,977 20	9,514 70			
.....	19 22	2,402 50	4,548 40	6,950 90			
.....	1 26	157 50	798 40	955 90			
.....	13 00	1,625 00	4,460 00	6,085 00			
.....	22 81	2,851 25	4,105 80	6,957 05			
.....	19 98	2,487 50	4,333 20	6,820 70			
.....	19	23 75	16 20	39 95			
.....	51	63 75	3,331 00	3,444 75			
.....	39 50	4,937 50	15,146 00	20,083 50			
.....	2 25	251 25	945 00	1,236 25			
.....	25 58	3,197 50	4,604 40	7,801 90			
.....	18 33	2,281 25	5,975 40	8,256 65			
.....	26 06	3,257 50	8,749 20	12,006 70			
.....	43	63 75	294 60	348 35			
.....	80	100 00	8,264 00	8,364 00			
.....	9 17	1,148 25	1,283 80	2,430 05			
.....	8 89	1,111 25	3,022 60	4,133 85			
.....	10 29	1,286 25	4,349 00	5,635 25			
.....	16 58	2,072 50	6,963 60	9,036 10			
.....	1 00	125 00	940 00	1,065 00			
.....	25 29	4,411 25	10,540 20	15,051 45			
.....	1 67	208 75	367 40	576 15			
.....	97	121 25	320 80	451 05			
Total.....	740 52	92,565 00	225,460 80	321,051 80	1,123 58	1,832 14	2,985

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND		Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits					
American Union Telephone Company of Virginia, Incorporated...	Berryville, town of.....	1 00	.....	16 00	\$ 46 00			
	.....	10 50	.....	206 00	621 00			
	.....	35 00	.....	745 00	1,925 00			
	.....	3 00	.....	.....	45 00			
	Winchester, city of.....	4 00	.....	2,020 00	2,420 00			
	Total.....	53 50	.....	2,967 00	4,957 00	\$ 17 35	\$ 175 38	\$ 192 73
Appledridge Telephone Association, Limited.....	Frederick county.....	6 50	.....	39 00	234 00	82		82
Appomattox Telephone Company, Inc.....	Appomattox county.....	55 75	.....	2,181 00	4,038 50			
	Campbell county.....	1 50	.....	44 00	80 00			
	Total.....	57 25	.....	2,205 00	4,127 50	14 44	18 10	32 54
Ashby and Lee Telephone Company of Shenandoah County, Virginia.....	Rockingham county.....	3 00	.....	45 00	45 00			
	Shenandoah county.....	123 00	.....	290 00	2,135 00			
	Total.....	126 00	.....	250 00	2,180 00	7 63	5 70	13 33
Back Bay Telephone Co., Inc., The	Princess Anne county.....	25 00	.....	529 00	1,279 00	4 48	7 96	12 44
Ballard Telephone Company, Inc..	Floyd county.....	41 00	.....	303 00	918 00			
	Patrick county.....	9 00	.....	85 00	220 00			
	Total.....	50 00	.....	388 00	1,138 00	3 96	1 04	5 02
Bath County Telephone Company, The.....	Alleghany county.....	10 00	.....	150 00	150 00			
	Bath county.....	75 00	.....	1,650 00	2,341 00			
	Highland county.....	15 00	.....	84 00	534 00			
	Rockbridge county.....	3 00	.....	18 00	108 00			
	Total.....	103 00	.....	793 00	2,133 00	10 97	11 16	22 13

Bedford and Campbell County Telephone and Telegraph Company.....	18 00	.....	540 00	404 00	944 00	3 36	.....	8 46	8 84
Campbell county.....	.50	.....	15 00	3 00	18 00	.....	.....	.....	.....
Total	18.50	.....	555 00	407 00	962 00	.....	.....	.....	.....
Bedford Southside Telephone and Telegraph Corporation	87 00	.....	1,312 50	495 00	1,797 50	6 29	.....	10 70	16 99
Bent Mountain Telephone Company, Inc.	9 00	.....	270 00	194 00	464 00	1 62	.....	1 63	3 25
Big Island and Bedford City Telephone Company	60 00	.....	1,900 00	943 00	2,743 00	9 60	.....	9 36	18 96
Blackstone Telephone Company	40 25	.....	1,610 00	4,171 50	5,781 50	20 23	.....	10 50	30 73
Blair Telephone Company	18 00	.....	270 00	55 00	325 00	1 14	.....	.....	1 14
Bland Telephone Company	72 00	.....	1,090 00	200 00	1,290 00	4 48	.....	4 00	8 48
Bluefield Telephone Company.....	2 00	.....	150 00	550 64	700 64	.....	.....	.....	.....
..... of	1 00	.....	40 00	218 00	258 00	.....	.....	.....	.....
..... d .....	.50	.....	37 50	573 00	610 50	.....	.....	.....	.....
Tasewell county.....	46 00	.....	1,840 00	626 00	2,466 00	.....	.....	.....	.....
Tasewell, town of.....	71 00	.....	2,130 00	1,474 00	3,604 00	.....	.....	.....	.....
.....	5 00	.....	375 00	947 21	1,322 21	.....	.....	.....	.....
Total	125 50	.....	4,572 50	4,388 85	8,961 35	31 36	.....	93 04	124 40
Botetourt Telephone Company, The	35 50	.....	1,012 50	168 00	1,180 50	.....	.....	.....	.....
Buchanan, town of	1 00	.....	40 00	185 00	225 00	.....	.....	.....	.....
Total	36 50	.....	1,052 50	353 00	1,405 50	4 92	.....	9 53	14 45
Bristol Telephone Company, The.....	3 50	.....	262 50	2,060 00	2,322 50	.....	.....	.....	.....
..... town of	13 00	.....	1,500 00	5,412 00	6,712 00	.....	.....	.....	.....
..... n of	1 50	.....	60 00	245 00	305 00	.....	.....	.....	.....
.....	1 00	.....	30 00	45 00	75 00	.....	.....	.....	.....
Washington county	65 00	.....	1,950 00	1,061 00	3,011 00	.....	.....	.....	.....
Total	84 00	.....	3,602 50	8,823 00	12,425 50	43 48	.....	187 29	230 77
Smyth county.....	41 00	.....	615 00	367 00	982 00	3 43	.....	6 96	10 39
Brunswick Mutual Telephone Co., Inc.....	58 00	.....	945 00	1,160 00	2,105 00	.....	.....	.....	.....
Lawrenceville, town of.....	5 00	.....	200 00	3,800 00	4,000 00	.....	.....	.....	.....
Total	63 00	.....	1,145 00	1,960 00	3,105 00	21 36	.....	40 58	61 94
York county.....	10 00	.....	150 00	188 00	338 00	1 18	.....	1 62	2 80

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Buffalo Ridge Telephone Company, Inc.....	Patrick county.....	30.00	-----	\$ 450 00	\$ 38 00	\$ 488 00	\$ 1 71	\$ 39	\$ 2 10
Bull Run Telephone Company, Inc. The.....	Fauquier county.....	10.00	-----	150 00	72 00	222 00			
	Prince William county.....	11.00	-----	165 00	79 00	244 00			
	Total.....	21.00	-----	315 00	151 00	466 00	1 63	94	2 57
Burk's Fork Telephone Company.....	Carroll county.....	38.00	-----	1,140 00	463 00	1,603 00	5 61	-----	5 61
Burke's Garden Telephone Exchange.....	Tazewell county.....	16.00	-----	240 00	180 00	420 00	1 47	-----	1 47
Capital City Telephone Company.....	Alexandria, city of.....	4.00	-----	600 00	3,222 00	3,822 00			
	Alexandria county.....	10.00	-----	300 00	130 00	430 00			
	Fairfax county.....	35.00	-----	1,370 00	1,230 00	2,600 00			
	Total.....	49.00	-----	2,270 00	4,582 00	6,852 00	23 98	67 93	91 91
Caroline County Telephone Company, Inc.....	Bowling Green, town of.....	3.00	-----	120 00	556 00	676 00			
	Caroline county.....	150.00	-----	4,500 00	2,178 00	6,678 00			
	King and Queen county.....	3.00	-----	90 00	36 00	126 00			
	Total.....	156.00	-----	4,710 00	2,770 00	7,480 00	26 18	38 94	65 12
Carroll Telephone Company.....	Carroll county.....	102.00	-----	1,530 00	909 00	2,439 00	8 54	3 55	12 09
Cedar Run Mutual Telephone Company, The.....	Fauquier county.....	65.00	-----	975 00	208 00	1,183 00			
	Prince William county.....	34.00	-----	570 00	172 00	742 00			
	Stafford county.....	11.00	-----	165 00	-----	165 00			
	Total.....	114.00	-----	1,710 00	380 00	2,090 00	7 31	41	7 72
Central Telephone Company.....	Appomattox county.....	1.00	-----	15 00	15 00	30 00			
	Campbell county.....	51.00	-----	1,530 00	281 00	1,811 00			
	Charlotte county.....	99.50	-----	2,715 00	883 00	3,598 00			

	Prince Edward county	8.00		120 00	25 00	145 00	19 54	30 90	50 44
	Total	150.50		4,380 00	1,204 00	5,584 00			
Central Telephone Company of Nelson County, Virginia	Nelson county	36.83		1,104 90	565 98	1,700 88	5 95	90	6 85
Charles City Telephone and Telegraph Company	Charles City county	48.00		1,440 00	940 00	2,380 00	8 33	12 60	20 93
Chesapeake and Potomac Telephone Company	Alexandria, city of				8 52	8 52			
	Alexandria county	3.34		311 80	1,035 40	1,347 20			
	Fairfax county				14 20	14 20			
	Frederick county	9.00		600 00	102 00	702 00			
	Total	12.34		911 80	1,160 12	2,071 92	7 25	-----	7 25
Citizens Mutual Telephone Company of Louisa	Hanover county	9.00		135 00	10 00	145 00			
	Louisa county	50.00		750 00	50 00	800 00			
	Total	59.00		885 00	60 00	945 00	3 31	51	3 82
Clear Fork Telephone Company, The	Bland county	11.00		330 00	91 00	421 00			
	Tazewell county	26.00		705 00	133 00	838 00			
	Total	37.00		1,035 00	224 00	1,259 00	4 41	-----	4 41
Clifton Forge Mutual Telephone Company	Alleghany county	10.00		150 00	76 00	226 00			
	Clifton Forge, city of	5.00		500 00	2,890 00	3,390 00			
	Covington, town of	2.00		150 00	1,190 00	1,340 00			
	Total	17.00		800 00	4,156 00	4,956 00	17 34	125 27	142 61
Climax Telephone Company, The	Pittsylvania county	34.00		1,020 00	484 00	1,504 00	5 26	5 16	10 42
Copper Creek Telephone Company	Scott county	47.00		1,245 00	551 00	1,796 00	6 29	2 37	8 66
Courtland and Burdette Telephone Company, Inc.	Southampton county	25.00		750 00	310 00	1,060 00	3 71	2 40	6 11
Courtland-Emporia Telephone Company	Southampton county	16.00		480 00	187 50	667 50	2 34	3 22	5 56
Courtland and Waverly Telephone Company, The	Southampton county	13.00		390 00	205 00	595 00	2 08	2 54	4 63
Craig Telephone Company	Craig county	46.50		772 50	840 00	1,612 50	5 64	10 99	16 63

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Craigville and Bell's Valley Mutual Telephone Company, The.....	Augusta county.....	25 00	.....	\$ 750 00	\$ 317 00	\$1,067 00			
	Rockbridge county.....	6 00	.....	90 00	10 00	100 00			
	Total.....	31 00	.....	840 00	327 00	1,167 00	\$ 4 06	\$ 4 87	\$ 8 95
Craigsville Mutual Telephone Company.....	Madison county.....	20 00	.....	300 00	50 00	350 00	1 23		1 23
	Culpeper county.....	140 00	.....	4,050 00	2,513 00	6,563 00			
	Stafford county.....	7 00	.....	525 00	1,905 00	2,430 00			
Culpeper Telephone Company, The.....	Stafford county.....	93 00	.....	1,395 00	950 00	2,345 00			
	Stafford county.....	38 00	.....	930 00	527 00	1,457 00			
	Stafford county.....	3 00	.....	225 00	850 00	1,075 00			
	Rappahannock county.....	42 00	.....	915 00	704 00	1,619 00			
	Total.....	223 00	.....	8,040 00	7,509 00	15,549 00	54 42	143 72	198 14
Damascus Telephone Association.....	Damascus, town of.....	2 00	.....	60 00	410 00	470 00			
	Washington county.....	12 00	.....	180 00	72 00	252 00			
	Total.....	14 00	.....	240 00	482 00	722 00	2 52	9 23	11 80
Dan River Telephone Company.....	Halifax county.....	55 00	.....	1,650 00	526 90	2,176 90			
	South Boston, town of.....	3 25	.....	243 75	2,540 00	2,783 75			
	Virginia, town of.....	.75	.....	58 25	181 40	239 65			
Delaplane and Upperville Telephone Company.....	Total.....	59 00	.....	1,950 00	3,248 30	5,198 30	18 19	77 80	95 99
	Fauquier county.....	21 00	.....	315 00	321 00	636 00	2 23	3 35	5 58
Diamond State Telephone Company of Virginia, The.....	Accomac county.....	135 75	.....	5,430 00	6,710 92	12,140 92			
	Belle Haven, town of.....	1 60	.....	64 00	729 54	793 54			
	Cape Charles, town of.....	2 80	.....	210 00	2,749 60	2,959 60			
	Chincoteague, town of.....	1 70	.....	68 00	727 80	795 80			
	Eastville, town of.....	17 80	.....	712 00	901 60	1,613 60			
	Northampton County.....	50 40	.....	2,016 00	3,480 24	5,496 24			

	Onancock, town of..... Wachapreague, town of..	3.10 .70	----- -----	124 00 28 00	2,253 18 26 00	2,377 18 54 00	91 81	109 10	259 91
Dickie, James Telephone Company	Total.....	213 85	-----	8,652 00	17,578 88	20,230 88			
	Amherst county.....	22 00	-----	330 00	69 00	395 00			
	Nelson county.....	33 00	-----	495 00	220 00	715 00			
Dinwiddie Telephone Company...	Total.....	55 00	-----	825 00	285 00	1,110 00	3 88	7 50	11 38
	Dinwiddie county.....	100 00	-----	3,400 00	4,228 00	7,628 00	26 69	43 25	69 94
Disputanta Telephone Company, Inc.....	Prince George county....	46 00	-----	1,380 00	816 00	2,196 00	7 68	12 90	20 58
	Powhatan county.....	8 50	-----	255 00	189 00	444 00	1 55	-----	1 55
Dorset Mutual Telephone Company	Goochland county.....	31 00	-----	465 00	365 00	830 00			
	Henrico county.....	6 00	-----	180 00	56 00	236 00			
	Total.....	37 00	-----	645 00	421 00	1,066 00	3 73	5 00	8 73
Dovesville Mutual Telephone Com- pany, The.....	Rockingham county.....	70 00	-----	1,050 00	40 00	1,090 00	3 82	3 33	7 15
Dungannon and Nickelsville Tele- phone Company, The.....	Russell county.....	8 00	-----	120 00	20 00	140 00			
	Scott county.....	40 00	-----	600 00	135 00	735 00			
	Total.....	48 00	-----	720 00	155 00	875 00	3 06	77	3 83
East Tennessee Telephone Company	Bristol, city of.....	15 00	-----	1,875 00	1,835 00	3,710 00			
	Lee county.....	3 00	-----	90 00	48 00	138 00			
	Scott county.....	4 00	-----	120 00	41 00	161 00			
Elba Telephone Company.....	Washington county.....	6 00	-----	180 00	180 00	360 00			
	Total.....	28 00	-----	2,265 00	2,104 00	4,369 00	15 29	52 18	67 47
Elba, town of.....	Elba, town of.....	1 00	-----	30 00	206 00	236 00			
	Franklin county.....	3 00	-----	45 00	50 00	95 00			
	Pittsylvania county.....	76 00	-----	1,140 00	1,168 50	2,308 50			
Elizabeth City and Norfolk Tele- graph Company.....	Total.....	80 00	-----	1,215 00	1,424 50	2,639 50	9 24	13 50	22 74
Elkton and Shenandoah Mutual Telephone Company.....	Norfolk, city of.....	-----	-----	-----	18 00	18 00	06	74 46	74 52
Page county.....	Page county.....	2 00	-----	60 00	12 00	72 00			
	Rockingham county.....	14 00	-----	210 00	30 00	240 00			
	Total.....	16 00	-----	270 00	42 00	312 00	1 09	-----	1 09

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property		License Tax	Total Tax
		Poles	Conduits	Value			\$	50 39		
Falls Church Telephone and Telegraph Company.....	Alexandria county.....	51.50	.098	\$ 2,162 00	\$ 3,372 00	\$ 5,534 00				
	Fairfax county.....	96.50	-----	2,730 00	2,265 00	4,995 00				
	Fairfax, town of.....	2.50	-----	100 00	277 00	377 00				
	Falls Church, town of.....	4.25	-----	318 75	1,500 00	1,818 75				
	Herndon, town of.....	3.00	-----	120 00	407 00	527 00				
	Loudoun county.....	20.00	-----	600 00	240 00	840 00				
Farmers Independent Telephone Company, The.....	Vienna, town of.....	3.00	-----	120 00	186 00	306 00				
	Total.....	180.75	.098	6,150 75	8,247 00	14,397 75	\$	50 39	\$ 176 74	\$ 227 13
	Campbell county.....	18.00	-----	270 00	440 00	710 00				
	Charlotte county.....	2.00	-----	30 00	60 00	90 00				
	Total.....	20.00	-----	300 00	500 00	800 00		2 80	-----	2 80
	Brunswick county.....	37.00	-----	555 00	20 00	575 00				
Farmers and Merchants Telephone Company.....	Mecklenburg county.....	36.00	-----	630 00	78 00	708 00				
	Total.....	73.00	-----	1,185 00	98 00	1,283 00		4 49	4 61	9 10
	Albemarle county.....	64.00	-----	1,920 00	246 00	2,166 00		7 58	-----	7 58
	Augusta county.....	51.00	-----	765 00	680 00	1,445 00				
	Rockingham county.....	30 00	-----	450 00	356 00	806 00				
	Total.....	81.00	-----	1,215 00	1,036 00	2,251 00		7 88	-----	7 88
Farmers Mutual Telephone Company of Prince William County, Virginia.....	Prince William county.....	23.00	-----	690 00	298 00	988 00		3 46	3 57	7 03
	Rockingham county.....	4.00	-----	120 00	42 00	162 00				
	Shenandoah county.....	237.00	-----	5,360 00	1,851 00	7,201 00				
	Total.....	264.00	-----	6,170 00	2,141 00	8,311 00				
	Shenandoah county.....	237.00	-----	5,360 00	1,851 00	7,201 00				
	Total.....	264.00	-----	6,170 00	2,141 00	8,311 00				

Warren.....	5 00	75 00	75 00	26 03	26 03	26 03	26 03
Total.....	266 00	5,545 00	1,893 00	7 29	47 35	54 64	5 11
Farmville Telephone Company, The.....	5 00	375 00	1,710 00	2 38	2 73	15 27	23 29
Fauquier Mutual Telephone Corp	37 00	556 00	126 00				
Floyd-Montgomery Mutual Tele- phone Company.....	125 00 14 00	1,975 00 420 00	1,356 00 366 00				
Total.....	139 00	2,295 00	1,724 00	14 07	1 20		
Floyd Telephone Company.....	103 00 12 00	1,545 00 180 00	470 00 15 00				
Total.....	115 00	1,725 00	485 00	7 73	15 56		
Fluvanna and James River Valley Telephone Company.....	4 00 6 00 19 00 61 00 40 00 66 00	60 00 90 00 760 00 1,830 00 60 00 1,395 00	20 00 30 00 824 00 740 00 285 00 823 00				
Total.....	196 00	4,735 00	2,521 00	25 40	40 20	65 60	
Franklin County Telephone Com- pany.....	92 00 2 00	2,730 00 80 00	2,045 00 603 00				
Total.....	94 00	2,810 00	2,650 00	19 11	37 87	56 96	
Frederick and Clarke Telephone Company.....	1 00 37 00 5 00	40 00 1,230 00 200 00	264 00 862 00 390 00				
Total.....	43 00	1,470 00	1,516 00	10 45	54 74	65 19	
Frederick Telephone Company.....	16 00 3 00	640 00 120 00	456 00 54 00				
Total.....	19 00	760 00	510 00	4 45	7 07	11 52	
Fredericks Hall Telephone Com- pany.....	40 00	600 00	20 00	2 17	2 40	4 57	

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Fredericksburg and Wilderness Telephone Company, Inc.....	Orange county.....	4.00	-----	\$ 120 00	\$ 84 00	\$ 204 00			
	Spotylvania county.....	22.00	-----	660 00	452 00	1,112 00			
	Total.....	26 00	-----	780 00	536 00	1,316 00	\$ 4 61	\$ 4 56	\$ 9 17
Fruit Growers Telephone Corporation.....	Roanoke county.....	12.00	-----	360 00	315 00	675 00	2 36	4 00	6 36
		27.00	-----	405 00	115 00	520 00	1 82	2 00	3 82
Galax Mutual Telephone Company, The.....	Gate City, town of.....	2.00	-----	60 00	400 00	460 00			
		35.00	-----	975 00	411 00	1,386 00			
		10.00	-----	150 00	5 00	155 00			
Gate City Telephone Company, The.....	Total.....	77.00	-----	1,185 00	816 00	2,001 00	7 00	12 12	19 12
Giles County Mutual Telephone Company, The.....	Giles county.....	30.00	-----	450 00	270 00	720 00	2 52	1 30	3 82
		30.00	-----	450 00	153 00	603 00			
		2.00	-----	30 00	5 00	35 00			
Goochland Telephone Company.....	Total.....	32.00	-----	480 00	158 00	638 00	2 23	3 20	5 43
	Grayson county.....	25.00	-----	375 00	200 00	575 00	2 01	-----	2 01

Grant Telephone Company, The.....	Albemarle county.....	4.00	-----	60 00	-----	60 00			
		68.50	-----	1,635 00	492 00	2,127 00			
		6.00	-----	90 00	-----	90 00			
Green County Mutual Telephone Company, The.....	Orange county.....	5.00	-----	75 00	-----	75 00			
		83.50	-----	1,860 00	492 00	2,352 00	8 23	8 54	16 77

Grundy-Raven Telephone Company.....	Buchanan county.....	24.00	-----	360 00	55 00	415 00			

Hamover Telephone Company.....	6 00		90 00	.....	60 00	1 76	76	3 53
Total	30 00		450 00	.....	506 00	8 95	16 60	23 55
Harrison Telephone Company, The	40 00		1,200 00		2,866 00			
Claremont, town of.....	6 50		195 00		817 00			
Surry county.....	23 00		600 00		930 00			
Total.....	29 50		685 00		1,547 00	5 41	10 74	16 15
Harrisonburg Mutual Telephone Company.....	1 00		30 00		111 00			
Harrisonburg, town of.....	9 00		1,800 00		6,450 00			
Rockingham county.....	7 00		210 00		632 00			
Total.....	17 00		1,740 00		7,193 00	23 17	316 86	142 02
Hartwood and Fredericksburg Telephone Company, The.....	2 00		30 00		35 00			
Stafford county.....	23 50		427 50		567 50			
Total	30 50		457 50		602 50	2 11	.....	2 11
Henrico and Charles City Telephone Company.....	2 00		60 00		92 00			
Henrico county.....	27 00		1,110 00		2,047 00			
Total	39 00		1,170 00		2,139 00	7 49	13 57	21 35
Henry County Telephone Company	2 00		90 00		123 00			
Henry county.....	99 00		2,970 00		4,412 00			
Pittsylvania county.....	3 00		90 00		159 00			
Total.....	105 00		3,150 00		4,694 00	16 43	23 36	36 79
Highland Mutual Telephone Company, The.....	152 00		2,730 00		3,345 00	11 71	6 30	18 01
Hillsville Telephone Company, The	12 00		340 00		658 00			
Pulaski county.....	1 00		30 00		111 00			
Wythe county.....	9 00		270 00		477 00			
Total.....	22 00		660 00		1,246 00	4 30	16 95	21 31
Home Telephone Company.....	73 00		2,145 00		445 00			
Dendron, town of.....	83 50		1,005 00		373 00			
.....	1 00		30 00		192 00			
.....	4 00		00 00		1,150 00			
.....	26 00		780 00		75 00			

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Home Telephone Company (Continued).	Sussex county.....	3.50	-----	\$ 70 00	-----	\$ 70 00			
	Windsor, town of.....	1.00	-----	30 00	\$ 20 00	50 00			
	Total.....	142.00	-----	4,120 00	3,446 00	7,556 00	\$ 26 48	\$ 160 21	\$ 186 69
Home Telephone and Telegraph Company.....	Boydton, town of.....	1.00	-----	40 00	128 00	168 00			
	Charlotte county.....		-----		60 00	60 00			
	Chase City, town of.....	2.00	-----	80 00	699 00	779 00			
	Clarksville, town of.....	2.00	-----	80 00	479 00	559 00			
	Emporia, town of.....	3.00	-----	120 00	2,215 00	2,335 00			
	Greensville county.....		-----		95 00	95 00			
	Keysville, town of.....		-----		3 00	3 00			
	Lunenburg county.....	3.00	-----	120 00	59 00	179 00			
	Mecklenburg county.....	35.50	-----	1,115 00	580 00	1,695 00			
	South Hill, town of.....		-----		3 00	3 00			
	Sussex county.....		-----		47 00	47 00			
	Total.....	46.50	-----	1,555 00	4,368 00	5,923 00	20 73	124 83	145 56
Homer and Lebanon Telephone Company.....	Russell county.....	25.00	-----	375 00	139 00	514 00	1 80	43	2 23
Homeville Telephone Company, Inc.....	Sussex county.....	26.00	-----	390 00	140 00	530 00	1 86	5 25	7 11
Independent Mutual Telephone Company.....	Front Royal, town of.....	1.00	-----	30 00		30 00			
	Shenandoah county.....	75	-----	11 25		11 25			
	Warren county.....	11.00	-----	315 00	80 00	395 00			
	Total.....	12.75	-----	356 25	80 00	436 25	1 53	-----	1 53
King and Queen and West Point Telephone Company, Inc.....	King and Queen county.....	47.00	-----	705 00	192 00	897 00			
	King William county.....	2.00	-----	30 00	-----	30 00			
	Total.....	49.00	-----	735 00	192 00	927 00	3 24	6 91	10 15

King William Telephone and Telegraph Company, The.....	Caroline county.....	21.00	630 00	260 00	890 00	6 12	4 77	10 89
	Hanover county.....	15.00	450 00	180 00	630 00			
	King William county.....	10.00	150 00	80 00	230 00			
	Total.....	46.00	1,230 00	520 00	1,750 00			
Laurel Fork Telephone Company..	Carroll county.....	253.00	3,795 00	4,447 00	8,242 00	31 98	1 21	83 19
	Floyd county.....	5.00	75 00	60 00	135 00			
	Patrick county.....	25.00	375 00	224 00	599 00			
	Pulaski county.....	7.00	105 00	56 00	161 00			
Lebanon Telephone Company, The.	Total.....	290 00	4,350 00	4,787 00	9,137 00	43	95	1 38
	Russell county.....	7.00	105 00	18 00	123 00			
	Halifax county.....	41.00	615 00	500 00	1,115 00			
	Pittsylvania county.....	5.00	75 00	55 00	130 00			
Leds Telephone Company.....	Total.....	46.00	690 00	555 00	1,245 00	4 35	13 71	18 06
	Leesburg, town of.....	4.00	160 00	883 00	1,043 00			
	Loudoun county.....	124.25	2,043 75	801 00	2,844 75			
	Waterford, town of.....			150 00	150 00			
Lexington Mutual Telephone Company.....	Total.....	128.25	2,203 75	1,839 00	4,042 75	14 15	50 94	65 09
	Buena Vista, city of.....	2.00	150 00	930 00	1,080 00			
	Lexington, town of.....	2.00	150 00	3,130 00	3,280 00			
	Rockbridge county.....	18.00	270 00	540 00	810 00			
Liberty Corner Mutual Telegraph Company.....	Total.....	22.00	570 00	4,600 00	5,170 00	18 09	112 60	130 69
	Warren county.....	11.00	330 00	66 00	396 00			
	Washington county.....	7.00	210 00	92 00	292 00			
	Floyd county.....	14.00	210 00	105 00	315 00			
Little River Mutual Telephone Corporation.....	Montgomery county.....	36.00	540 00	515 00	1,055 00	5 23	1 10	6 33
	Pulaski county.....	5.00	75 00	50 00	125 00			
	Total.....	55.00	825 00	670 00	1,495 00			
	Fauquier county.....	14.50	217 50	290 00	507 50			

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Lorton Telephone Company, Inc....	Fairfax county.....	51.00	-----	\$ 1,530 00	\$ 1,246 00	\$ 2,776 00			
	Prince William county....	1.50	-----	45 00	59 00	104 00			
	Total.....	52.50	-----	1,575 00	1,305 00	2,880 00	\$ 10 08	\$ 23 95	\$ 34 03
Loves Mill Telephone Company, Inc.....	Smyth county.....	2.50	-----	75 00	30 00	105 00			
	Washington county.....	5.50	-----	165 00	36 00	201 00			
	Total.....	8.00	-----	240 00	66 00	306 00	1 07	12	1 19
Lunenburg Telephone Company, Inc.....	Charlotte county.....	1.75	-----	26 25		26 25			
	Lunenburg county.....	91.00	-----	1,830 00	682 00	2,512 00			
	Nottoway county.....	8.00	-----	120 00	35 00	155 00			
	Total.....	100.75	-----	1,976 25	717 00	2,693 25	9 42	16 84	26 26
Madison Telephone Company.....	Madison county.....	34.00	-----	510 00	218 00	728 00			
	Orange, town of.....	5.00	-----	75 00	40 00	115 00			
	Total.....	39.00	-----	585 00	258 00	843 00	2 95	-----	2 95
Manassas and Dumfries Telephone Company, The.....	Prince William county.....	50.00	-----	750 00	42 00	792 00	2 77	-----	2 77
Mauertown Mutual Telephone Company.....	Shenandoah county.....	27.00	-----	405 00	98 00	503 00	1 76	06	1 82
Mayland Switchboard Company, Inc., The.....	Rockingham county.....	35.50	-----	1,065 00	389 00	1,454 00	5 09	4 50	9 59
McFadden Telephone Company, Inc., The.....	Russell county.....	21.00	-----	630 00	406 00	1,036 00			
	Washington county.....	21.50	-----	645 00	184 00	829 00			
	Total.....	42.50	-----	1,275 00	590 00	1,865 00	6 53	6 00	12 53

Mechanicsburg Telephone Company	Bland county.....	26.00	390 00	097 00	1,067 00				
	Giles county.....	15 00	225 00	230 00	455 00				
	Total.....	41.00	615 00	927 00	1,542 00	5 39	3 92	9 31	
Meherrin Valley Telephone Co., The.....	Greensville county.....	13 00	390 00	163 00	553 00	1 93	1 82	3 75	
Mendota-Benhams Independent Telephone Company.....	Washington county.....	18.00	360 00	279 00	639 00	2 24	1 41	3 65	
Merchants and Farmers Telephone Company.....	Hanover county.....	95.00	2,850 00	875 00	3,725 00	13 03	11 26	24 39	
Morven Telephone Company, The.	Fauquier county.....	33.00	495 00	474 00	969 00	3 39	4 20	7 59	
Mt. Olive and St. Luke Telephone Company.....	Shenandoah county.....	18.00	270 00	367 00	637 00	2 23	1 80	4 03	
Mutual Telephone Company of Franklin and Roanoke Counties, The.....	Franklin county.....	100.00	2,190 00	585 00	2,775 00				
	Roanoke county.....	10.00	300 00	90 00	390 00				
	Total.....	110.00	2,490 00	675 00	3,165 00	11 07	50	11 57	
Mutual Telephone Company of Henry, Franklin and Pittsylvania Counties, The.....	Franklin county.....	67.66	1,014 90	222 98	1,237 88				
	Henry county.....	13.82	207 30	63 00	270 30				
	Total.....	81.48	1,222 20	285 98	1,508 18	5 23		5 28	
New Baltimore Telephone Co., The.	Fauquier county.....	8.00	120 00	10 00	130 00	46	20	66	
New Kent Telephone and Telegraph Company.....	Hanover county.....	15.00	450 00	156 00	606 00				
	New Kent county.....	63.00	1,990 00	678 00	2,568 00				
	Total.....	78.00	2,340 00	834 00	3,174 00	11 11	10 07	21 18	
Nickolsville and Russell Telephone Company.....	Russell county.....	8.00	120 00	134 00	254 00				
	Scott county.....	12.00	180 00	180 00	310 00				
	Total.....	20.00	300 00	264 00	564 00	1 97	10	2 07	
Nokesville, Greenwich and Buck- land Telephone Company, The..	Fauquier county.....	2.00	30 00		30 00				
	Prince William county.....	16.00	240 00	89 00	329 00				
	Total.....	18.00	270 00	89 00	359 00	1 26	1 26	2 52	

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
North Fork and Bradshaw Telephone Corporation.....	Montgomery county.....	17.75	—	\$ 266 25	\$ 92 00	\$ 358 25			
	Roanoke county.....	2.25	—	33 75	—	33 75			
	Total.....	20.00	—	300 00	92 00	392 00	\$ 1 37	\$ 84	\$ 2 21
North Folk Telephone Company, The.....	Montgomery county.....	25.00	—	375 00	—	375 00	1 31	5 00	6 31
	Frederick county.....	20.00	—	600 00	244 00	844 00	2 95	2 64	5 59
North State Telephone Company.....	Southampton county.....	17.20	—	516 00	98 00	614 00	2 15	76	2 91
Northern Neck Telegraph and Telephone Company.....	Essex county.....	.25	—	3 75	5 00	8 75			
	King George county.....	25.00	—	750 00	460 00	1,210 00			
	Lancaster county.....	73.50	—	1,102 50	297 00	1,399 50			
	Northumberland county.....	102.00	—	2,295 00	1,265 00	3,560 00			
	Richmond county.....	59.00	—	1,575 00	624 00	2,199 00			
	Stafford county.....	9.00	—	270 00	162 00	432 00			
	Westmoreland county.....	58.25	—	1,323 75	575 00	1,898 75			
	Total.....	327.00	—	7,320 00	3,388 00	10,708 00	37 48	100 14	137 62
Ontario Telephone Company, The.....	Charlotte county.....	5.50	—	165 00	260 00	425 00			
	Lunenburg county.....	8.50	—	127 50	30 00	157 50			
Opequon Telephone Company.....	Total.....	14.00	—	292 50	290 00	582 50	2 04	3 93	5 97
	Frederick county.....	22.50	—	765 00	465 00	1,230 00			
Orange Telephone Company.....	Shenandoah county.....	5.00	—	150 00	30 00	180 00			
	Total.....	27.50	—	915 00	495 00	1,410 00	4 93	5 30	10 23
	Orange county.....	80.00	—	2,400 00	1,030 00	3,430 00			
Orange Telephone Company.....	Spotsylvania county.....	10.00	—	300 00	110 00	410 00			
	Total.....	90.00	—	2,700 00	1,140 00	3,840 00	13 44	7 50	20 94

Page County Farmer's Mutual Telephone Company.....	Luray, town of.....	2.00	.....	150 00	715 00	805 00			
	Page county.....	89.00	.....	1,920 00	1,535 00	3,455 00			
	Rappahannock county.....	4.00	.....	60 00	20 00	80 00			
	Shenandoah, town of.....	1.00	.....	75 00	353 00	428 00			
	Total.....	96.00	.....	2,205 00	2,623 00	1,828 00	16 90	43 59	60 49
Palmyra Telephone Company, The	Fluvanna county.....	51.00	.....	1,170 00	642 00	1,812 00	6 34	17 90	24 24
Patrick County Telephone Company, Inc., The.....	Patrick county.....	65.00	.....	975 00	344 00	1,319 00			
	Stuart, town of.....	4.00	.....	120 00	285 00	405 00			
	Total.....	69.00	.....	1,095 00	629 00	1,724 00	6 03	11 76	17 79
Pennington Gap Telephone Company.....	Lee county.....	17.00	.....	510 00	342 00	852 00			
	Pennington Gap, town of	3.00	.....	90 00	58 00	148 00			
	Total.....	20.00	.....	600 00	400 00	1,000 00	3 30	-----	3 50
People's Telephone Company, Inc..	Southampton county.....	5.00	.....	150 00	62 00	212 00			
	Surry county.....	11.00	.....	330 00	234 00	564 00			
	Sussex county.....	17.00	.....	510 00	363 00	873 00			
	Wakefield, town of.....	2.50	.....	75 00	347 00	422 00			
	Total.....	35.50	.....	1,065 00	1,006 00	2,071 00	7 25	15 90	23 15
Petersburg Telephone Company....	Chesterfield county.....	36.75	.....	1,430 00	1,658 50	3,088 50			
	Dinwiddie county.....	41.55	.....	1,246 50	642 30	1,888 80			
	Petersburg, city of.....	24.95	1.36	4,830 50	63,806 80	68,437 30			
	Prince George county.....	25.50	.....	845 00	514 00	1,359 00			
	Sussex county.....	6.80	.....	204 00	40 80	244 80			
	Total.....	135.55	1.36	8,556 00	66,462 40	75,018 40	262 56	616 96	879 52
Piedmont Telephone Company....	Fauquier county.....	20.00	.....	300 00	251 00	551 00			
	Loudoun county.....	10.00	.....	150 00	202 00	352 00			
	Total.....	30.00	.....	450 00	453 00	903 00	3 16	9 11	12 27
Pittsylvania-Caswell Telephone Company, Inc.....	Pittsylvania county.....	2.00	.....	60 00	51 00	111 00	39	58	97
Plains District Mutual Telephone Company, Inc.....	Broadway, town of.....	3.00	.....	90 00	310 00	400 00			
	Rockingham county.....	20.00	.....	600 00	342 00	942 00			
	Total.....	23.00	.....	690 00	652 00	1,342 00	4 69	45	5 14
Planters' Telephone Company, The	Norfolk county.....	12.00	.....	180 00	55 00	235 00	82	75	1 57

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Portsmouth and Cornland Telephone Company	Norfolk county.	20		\$ 600 00	\$ 360 00	\$ 960	\$ 3 36	\$ 19 38	\$ 22 74
Postal Telegraph-Cable Company.	Albemarle county.	31 50		1,575 00	3,150 00	4,725 00			
	Alexandria, city of.	1 60		240 00	770 00	1,010 00			
	Alexandria county.	9 65		482 50	2,509 00	2,991 50			
	Amherst county.	20 20		1,010 00	2,020 00	3,030 00			
	Bedford county.	34 00		1,700 00	5,780 00	7,480 00			
	Campbell county.	28 00		1,450 00	2,800 00	4,250 00			
	Caroline county.	17 15		857 50	3,087 00	3,944 50			
	Charlottesville, city of.	1 50		150 00	180 00	330 00			
		19 75		987 50	2,172 50	3,160 00			
		21 76		1,068 00	2,176 00	3,244 00			
		1 00		75 00	120 00	195 00			
		2 55		382 50	320 00	712 50			
		15 45		772 50	2,006 50	2,781 00			
	city.				104 40	104 40			
		2 00		150 00	280 00	430 00			
		34 60		1,780 00	10,034 00	11,764 00			
		14 00		700 00	1,400 00	2,100 00			
	of	1 00		100 00	215 00	315 00			
		17 00		850 00	2,210 00	3,060 00			
					40 00	40 00			
	Henrico county.	16 20		810 00	2,916 00	3,726 00			
	Henrico county.	9 80		490 00	1,764 00	2,254 00			
	Lele of Wight county.	9 25		462 50	462 50	925 00			
	Lynchburg, city of.	2 30	16	585 00	330 00	915 00			
	Napsemund county.	11 71		585 50	585 50	1,171 00			
	Nelson county.	19 80		990 00	1,980 00	2,970 00			
	Newport News, city of.		60		35 00	35 00			
		2 65		1,505 00	583 00	2,148 00			
		27 89		1,394 50	1,964 30	3,358 80			
	of.	50		37 50	145 00	182 50			
		18 75		937 50	1,875 00	2,812 50			
		25		18 75	25 00	43 75			
	of.	2 50		375 00	425 00	800 00			
	of				20 60	20 60			
	county.	48 43		2,171 50	4,248 00	6,414 50			
	ty of	1 00		160 00	106 00	266 00			

Prince George county.....	14.10	705 00	705 00	1,410 00			
Prince William county.....	20.70	1,035 00	6,008 00	7,038 00			
Remington, town of.....	.50	37 50	50 00	87 50			
Richmond, city of.....	4.65	930 00	2,225 00	3,155 00			
Roanoke, city of.....	2.00	400 00	710 00	1,110 00			
Roanoke county.....	6.00	300 00	1,680 00	1,980 00			
Southampton county.....	8.30	415 00	415 00	830 00			
Spotsylvania county.....	14.63	731 50	2,633 40	3,364 90			
Stafford county.....	17.90	895 00	3,222 00	4,117 00			
Suffolk, city of.....	1.25	125 00	87 50	212 50			
Sussex county.....	34.12	1,706 00	6,482 80	8,188 80			
Wakefield, town of.....	1.38	103 50	262 20	365 70			
Warwick county.....		105 00	15 00	15 00			
Waverly, town of.....	1.40	77 25	286 00	391 00			
Windsor, town of.....	1.03		51 50	128 75			
River Crossings and Submarine Cables.....							
Total.....	567.70	32,439 00	102,185 70	18,312 00	471 19	1,493 92	2,965 11
Colonial Beach, town of.....	2.00	60 00	120 00	180 00			
King George county.....	25.00	375 00	96 00	471 00			
Stafford county.....	6.00	90 00		90 00			
Westmoreland county.....	64.00	960 00	366 00	1,326 00			
Total.....	97.00	1,485 00	582 00	2,067 00	7 23	25 88	33 11
Fauquier county.....	5.00	75 00		75 00			
Leesburg, town of.....	1.00	30 00		30 00			
Loudoun county.....	60.00	900 00	191 00	1,091 00			
Prince William County.....	18.00	270 00	127 00	397 00			
Total.....	84.00	1,275 00	318 00	1,593 00	5 57	9 83	15 40
Carroll county.....	70.00	2,100 00	720 00	2,820 00			
Pulaski county.....	15.00	450 00	475 00	925 00			
Total.....	85.00	2,550 00	1,195 00	3,745 00	13 10	10	13 20
Warren county.....			75 00	75 00	26	1 09	1 35
Elba, town of.....	.25	7 50	29 00	36 50			
Halifax county.....	3.75	56 25	68 00	125 25			
Pittsylvania county.....	34.50	517 50	612 00	1,129 50			
Total.....	38.50	581 25	710 00	1,291 25	4 52	6 73	11 25

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Portsmouth and Cornland Telephone Company	Norfolk county	29 00		\$ 900 00	\$ 260 00	\$ 960 00	\$ 3 36	\$ 19 28	\$ 22 74
Postal Telegraph-Cable Company	Albemarle county	31 50		1,875 00	3,150 00	4,725 00			
		1 80		240 00	770 00	1,010 00			
		9 66		482 50	2,506 00	2,991 50			
		20 20		1,010 00	2,020 00	3,030 00			
		34 00		1,700 00	5,780 00	7,480 00			
		29 00		1,450 00	2,900 00	4,350 00			
		17 15		837 50	3,087 00	3,924 50			
		1 50		150 00	180 00	330 00			
	Charlottesville, city of	19 75		987 50	2,172 50	3,160 00			
	Chesterfield county	21 76		1,098 00	2,176 00	3,204 00			
		1 00		75 00	120 00	195 00			
		2 55		382 50	330 00	712 50			
		15 45		772 50	2,008 50	2,781 00			
	nty				104 40	304 40			
		2 00		150 00	280 00	430 00			
		34 80		1,730 00	10,034 00	11,764 00			
		14 00		700 00	1,400 00	2,100 00			
	ty of	1 00		100 00	215 00	315 00			
		17 00		850 00	2,310 00	3,040 00			
					40 00	40 00			
	Hanover county	16 20		810 00	2,915 00	3,725 00			
	Henrico county	9 40		490 00	1,764 00	2,254 00			
	Isle of Wight county	9 25		462 50	462 50	925 00			
	Lynchburg, city of	2 30	.16	585 00	330 00	915 00			
	Nansemond county	11 71		585 50	585 50	1,171 00			
	Nelson county	19 80		990 00	1,980 00	2,970 00			
	Newport News, city of				35 00	35 00			
	Norfolk, city of	2 05	69	1,565 00	553 00	2,118 00			
	Norfolk county	27 39		1,394 50	1,961 30	3,355 80			
	Occoon, town of	50		37 50	145 00	182 50			
	Orange county	18 75		937 50	1,875 00	2,812 50			
	Orange, town of	.25		18 75	25 00	43 75			
	Petersburg, city of	2 50		375 00	425 00	800 00			
	Petersburg, town of				20 50	20 50			
	Pittsylvania county	43 43		2,171 50	4,243 00	6,414 50			
	Portsmouth, city of	1 00		150 00	105 00	255 00			

	14.10	705.00	708.00	1,410.00
Prince George county.....	20.70	1,085.00	0,008.00	7,038.00
Prince William county.....	30	37.50	50.00	87.50
Remington, town of.....	4.00	930.00	2,225.00	3,155.00
Richmond, city of.....	2.00	400.00	710.00	1,110.00
Roads, city of.....	6.00	300.00	1,680.00	1,980.00
Roads county.....	8.30	415.00	415.00	830.00
ty.....	14.63	731.50	2,633.40	3,364.90
ty.....	17.90	895.00	3,222.00	4,117.00
.....	1.25	125.00	87.50	212.50
.....	84.12	1,704.00	6,482.80	8,186.80
.....	1.38	103.50	262.70	365.70
.....	1.40	105.00	15.00	15.00
.....	1.03	77.25	288.00	365.00
.....			51.50	128.75
River Crossings and Submarine Cables.....			18,312.00	18,312.00
Total.....	567.70	32,439.00	102,185.70	134,624.70
Colonial Beach, town of.....	2.00	60.00	120.00	180.00
King George county.....	25.00	375.00	96.00	471.00
Stafford county.....	6.00	90.00		90.00
Westmoreland county.....	64.00	960.00	366.00	1,326.00
Total.....	97.00	1,485.00	582.00	2,067.00
Fauquier county.....	5	75.00		75.00
Leesburg, town of.....	1	30.00		30.00
Loudoun county.....	60	900.00	191.00	1,091.00
Prince William County.....	18	270.00	127.00	397.00
Total.....	84.00	1,275.00	318.00	1,593.00
Carroll county.....	70.00	2,100.00	720.00	2,820.00
Pulaski county.....	15.00	450.00	475.00	925.00
Total.....	85.00	2,550.00	1,195.00	3,745.00
Warren county.....			75.00	75.00
Elba, town of.....	25	7.50	29.00	36.50
Halifax county.....	3.75	56.25	69.00	125.25
Pittsylvania county.....	34.50	517.50	912.00	1,429.50
Total.....	38.50	581.25	710.00	1,291.25
Potomac and Rappahannock Telephone Company.....				
Prince William and Loudoun Telegraph and Telephone Company.....				
Reed Island Mutual Telephone Company.....				
Reliance Telephone Association, Inc.....				
Renan Telephone Company.....				

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Portsmouth and Cornland Telephone Company	Norfolk county	20 00		\$ 600 00	\$ 360 00	\$ 960 00	\$ 3 ■	\$ 19 38	\$ 23 74
Postal Telegraph-Cable Company	Albemarle county	31 50		1,575 00	3,150 00	4,725 00			
	Alexandria, city of	1 60		240 00	770 00	1,010 00			
		9 68		482 50	2,509 00	2,991 50			
		20 20		1,010 00	2,020 00	3,030 00			
		34 00		1,700 00	5,780 00	7,480 00			
		29 00		1,450 00	2,900 00	4,350 00			
		17 15		857 50	3,087 00	3,944 50			
	of	1 50		150 00	180 00	330 00			
		19 78		987 50	2,172 50	3,160 00			
		21 76		1,098 00	2,176 00	3,264 00			
		1 00		75 00	120 00	195 00			
		2 55		392 50	330 00	712 50			
		15 45		772 50	2,008 50	2,781 00			
	Elisabeth City county				104 40	104 40			
	Emporia, town of	2 00		150 00	280 00	430 00			
	Fairfax county	34 00		1,730 00	10,034 00	11,764 00			
	Fauquier county	14 00		700 00	1,400 00	2,100 00			
	Fredericksburg, city of	1 00		100 00	215 00	315 00			
	Greensville county	17 00		850 00	2,210 00	3,060 00			
	Hampton, city of				40 00	40 00			
	Hanover county	16 20		810 00	2,916 00	3,726 00			
		9 80		480 00	1,764 00	2,244 00			
		9 25		462 50	462 50	925 00			
	of	2 30	.16	585 00	330 00	915 00			
	nty	11 71		585 50	585 50	1,171 00			
		19 80		990 00	1,980 00	2,970 00			
	city of				35 00	35 00			
		2 05	00	1,565 00	563 00	2,148 00			
	Norfolk county	27 89		1,394 50	1,964 30	3,358 80			
	Occoquan, town of	50		37 50	145 00	182 50			
		18 75		937 50	1,875 00	2,812 50			
		25		18 75	35 00	43 75			
	of	2 50		375 00	425 00	800 00			
	Phoenix, town of				20 60	20 60			
	Pittsylvania county	43.42		2,171 50	4,343 00	6,514 50			
	Portsmouth, city of	1 00		150 00	108 00	258 00			

Potomac and Rappahannock Telephone Company.....	Prince George county.....	14.10	-----	705 00	705 00	1,410 00			
	Prince William county.....	20.70	-----	1,035 00	6,003 00	7,038 00			
	Remington, town of.....	.50	-----	37 50	50 00	87 50			
	Richmond, city of.....	4.65	-----	930 00	2,225 00	3,155 00			
	Roanoke, city of.....	2.00	-----	400 00	710 00	1,110 00			
	Roanoke county.....	6.00	-----	300 00	1,680 00	1,980 00			
	Southampton county.....	8.30	-----	415 00	415 00	830 00			
	Spotsylvania county.....	14.63	-----	731 50	2,633 40	3,364 90			
	Stafford county.....	17.90	-----	895 00	3,222 00	4,117 00			
	Suffolk, city of.....	1.25	-----	125 00	87 50	212 50			
	Sussex county.....	34.12	-----	1,706 00	6,482 80	8,188 80			
	Wakefield, town of.....	1.38	-----	103 50	262 20	365 70			
	Warwick county.....		-----		15 00	15 00			
	Waverly, town of.....	1.40	-----	105 00	286 00	391 00			
	Windsor, town of.....	1.03	-----	77 25	51 50	128 75			
	River Crossings and Submarine Cables.....		-----		18,312 00	18,312 00			
	Total.....	567.70	.85	32,439 00	102,185 70	134,624 70	471 19	1,493 92	2,965 11
Prince William and Loudoun Telegraph and Telephone Company.....	Colonial Beach, town of.....	2.00	-----	60 00	120 00	180 00			
	King George county.....	25.00	-----	375 00	96 00	471 00			
	Stafford county.....	6.00	-----	90 00		90 00			
	Westmoreland county.....	64.00	-----	960 00	366 00	1,326 00			
	Total.....	97.00	-----	1,485 00	582 00	2,067 00	7 23	25 88	33 11
Reed Island Mutual Telephone Company.....	Fauquier county.....	5.00	-----	75 00		75 00			
	Leesburg, town of.....	1.00	-----	30 00		30 00			
	Loudoun county.....	60.00	-----	900 00	191 00	1,091 00			
	Prince William County.....	18.00	-----	270 00	127 00	397 00			
	Total.....	84.00	-----	1,275 00	318 00	1,593 00	5 57	9 83	15 40
Reliance Telephone Association, Inc.....	Carroll county.....	70.00	-----	2,100 00	720 00	2,820 00			
	Pulaski county.....	15.00	-----	450 00	475 00	925 00			
	Total.....	85.00	-----	2,550 00	1,195 00	3,745 00	13 10	10	13 20
Renan Telephone Company.....	Warren county.....		-----		75 00	75 00	26	1 09	1 35
	Elba, town of.....	.25	-----	7 50	29 00	36 50			
	Halifax county.....	3.75	-----	56 25	69 00	125 25			
	Pittsylvania county.....	34.50	-----	517 50	612 00	1,129 50			
	Total.....	38.50	-----	581 25	710 00	1,291 25	4 52	6 73	11 25

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Richmond and Aylett Telephone Company.....	Hanover county.....	12.00	-----	\$ 360 00	\$ 72 00	\$ 432 00			
	King William county.....	30.00	-----	900 00	180 00	1,080 00			
	Total.....	42.00	-----	1,260 00	252 00	1,512 00	\$ 5 29	\$ 1 00	\$ 6 29
Roanoke and Bedford County Telephone and Telegraph Corporation.....	Bedford county.....	41.00	-----	1,230 00	696 00	1,926 00			
	Roanoke county.....	8 00	-----	240 00	1,050 00	1,290 00			
	Total.....	49 00	-----	1,470 00	1,746 00	3,216 00	11 25	24 23	35 48
Roanoke and Botetourt Telephone Company.....	Botetourt county.....	102.50	-----	4,030 00	1,656 00	5,686 00			
	Fincastle, town of.....	1.00	-----	40 00	121 00	161 00			
	Roanoke county.....	10.00	-----	400 00	267 00	667 00			
	Total.....	113.50	-----	4,470 00	2,044 00	6,514 00	22 80	34 27	57 07
Roanoke County Telephone Company, The.....	Roanoke county.....	4.00	-----	120 00	-----	120 00	42	-----	42
Rockbridge Telephone Company.....	Rockbridge county.....	15.00	-----	225 00	-----	225 00	79	-----	79
Rockfish Telephone Company.....	Nelson county.....	35.00	-----	1,050 00	611 00	1,661 00	5 81	5 25	11 06
Rockingham Mutual Telephone and Telegraph. Company.....	Augusta county.....	15.00	-----	225 00	90 00	315 00			
	Rockingham county.....	360.00	-----	10,110 00	3,306 00	13,416 00			
	Shenandoah county.....	16.00	-----	240 00	-----	240 00			
	Total.....	391.00	-----	10,575 00	3,396 00	13,971 00	48 90	1 00	49 90
Romney Consolidated Telephone Company.....	Frederick county.....	22.00	-----	660 00	516 00	1,176 00	4 11	3 96	8 07
Ronceverte and Elkins Telephone Company.....	Augusta county.....	24.00	-----	720 00	228 00	948 00			

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Southampton Telephone Company	Southampton county.....	20 00	.....	\$ 450 00	\$ 205 00	\$ 655 00			
	Sussex county.....	4 00	.....	60 00	18 00	78 00			
	Total.....	24 00	.....	510 00	223 00	733 00	\$ 2 56	\$ 5 08	\$ 7 64
Southeastern Telephone Company	Henry county.....	15 00	.....	225 00	10 00	235 00	32	45	1 27
	Albemarle county.....	24 50	.....	980 00	837 00	1,817 00			
	6 75	.....	843 75	11,340 92	12,184 67			
Southern Bell Telephone and Telegraph Company of Virginia.....	4 25	.....	170 00	1,315 00	1,485 00			
	28 54	.....	1,141 60	557 40	1,699 00			
	5 89	.....	235 80	1,165 04	1,400 84			
	4 80	.....	480 00	2,535 44	3,015 44			
	35 50	.....	1,420 00	1,937 00	3,357 00			
	7 50	.....	750 00	262 00	1,012 00			
	39 58	.....	1,683 20	3,237 87	4,921 07			
	26 75	.....	1,070 00	1,653 60	2,723 60			
	33	.....	13 20	536 50	549 70			
	16 00	.....	600 00	12 00	612 00			
	2 15	.....	86 00	2,834 94	2,920 94			
	28 45	.....	1,138 00	60 00	1,198 00			
	8 00	.....	320 00	410 80	730 80			
	36 60	.....	1,457 60	2,115 00	3,572 60			
	14 50	.....	680 00	4,108 10	4,788 10			
	26 25	.....	3,156 25	111 00	3,267 25			
	28 60	.....	1,144 00	22,911 08	24,055 08			
	33 00	.....	1,320 00	6,690 96	7,910 96			
	42 50	.....	1,700 00	1,260 00	2,960 00			
	32 00	.....	1,147 60	1,121 00	2,268 60			
	9 18	.....	1,210 00	601 00	1,811 00			
	30 25	.....	1,210 00	5,998 44	7,208 44			
	50	.....	20 00	1,786 56	1,806 56			
	8 00	.....	120 00	33 00	153 00			
	64 60	.....	2,580 00	450 00	3,030 00			
	9 00	.....	800 00	1,611 00	2,411 00			
		12,637 14	13,537 14			

23 70	946 00	634 26	1 682 26		
121 13	4,844 30	18,997 78	23,743 58		
14 00	640 00	80 00	640 00		
8 00	200 00	100 00	300 00		
20 00	800 00	781 00	1,581 00		
15 00	600 00	270 00	870 00		
65 90	2,230 00	626 00	2,856 00		
1 80	64 00	2,149 04	2,213 04		
4 00	160 00	101 00	261 00		
30 30	9,172 80	78,937 18	88,100 88		
10 00	400 00	60 00	460 00		
2 00	80 00	66 00	146 00		
62 50	3,300 00	3,320 00	6,620 00		
2 00	80 00	65 00	145 00		
29 00	1,160 00	1,506 00	2,666 00		
19 40	2,425 00	30,544 96	32,969 96		
61 40	27,025 00	276,882 84	303,907 84		
172 00	6,960 00	23,549 88	30,509 88		
9 17	366 80	434 40	801 40		
15 00	600 00	203 00	803 00		
3 76	376 00	1,959 84	2,335 84		
39 00	1,660 00	2,357 50	3,817 50		
28 75	5,968 75	64,886 40	70,855 15		
6 40	256 00	170 00	426 00		
9 70	388 00	237 80	625 80		
22 50	900 00	306 00	1,206 00		
33 00	1,320 00	1,410 00	2,730 00		
7 00	280 00	220 00	500 00		
		22 50	23 50		
72 50	44,717 50	600,743 06	645,460 56		
7 50	300 00	201 00	501 00		
29 00	1,160 00	614 00	1,774 00		
49 50	1,980 00	773 00	2,753 00		
22 00	1,280 00	633 00	1,913 00		
38 59	1,543 60	1,103 70	2,647 30		
75	30 00	60 00	90 00		
04	1 00	60 88	62 88		
6 25	791 25	12,060 82	12,852 07		
1 00	40 00	66 00	106 00		
1 00	40 00	2,961 00	2,991 00		
12 00	430 00	771 00	1,251 00		
19 74	799 60	1,319 96	2,109 56		
3 00	120 00	1,139 48	1,259 48		
3 76	375 00	1,539 80	1,904 80		
8 00	800 00	7,574 12	8,374 12		
17 62	704 80	370 72	1,075 52		
1,710.40	153,550 90	1,232,171 69	1,385,722 59	4,857 03	32,481 23
Southside Telephone Company.....					
Amelia county.....	7 00	-----	106 00		
Buckingham county.....	32 00	-----	490 00		
Charlotte county.....	2 00	-----	39 00		

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Southside Telephone Company— (Continued.)	Cumberland county.....	14.00	-----	\$ 210 00	-----	\$ 210 00			
	Nottoway county.....	3.00	-----	45 00	-----	45 00			
	Prince Edward county..	44.10	-----	841 50	-----	925 50			
	Total.....	102.70	-----	1,720 50	84 00	1,804 50	\$ 6 31	\$ 25 00	\$ 31 31
Spotsylvania Telephone Company—	Caroline county.....	9.00	-----	135 00	49 00	184 00			
	Orange county.....	2.00	-----	30 00	44 00	74 00			
	Spotsylvania county.....	101.00	-----	1,515 00	455 00	1,970 00			
	Total.....	112.00	-----	1,680 00	548 00	2,228 00	7 80	13 30	21 10
Spottswood Telephone Company--	Augusta county.....	28.00	-----	840 00	449 00	1,289 00			
	Nelson county.....	4.00	-----	60 00	30 00	90 00			
	Rockbridge county.....	53.00	-----	1,590 00	851 00	2,441 00			
	Total.....	85.00	-----	2,490 00	1,330 00	3,820 00	13 37	26 90	40 27
Spruce Run Mutual Telephone Company.....	Giles county.....	8.00	-----	240 00	180 00	420 00	1 47	08	1 55
Staunton Mutual Telephone Company.....	Staunton, city of.....	6.00	-----	600 00	9,595 00	10,195 00	35 68	241 29	276 97
Staunton River Telephone Company.....	Halifax county.....	55.00	-----	1,650 00	872 00	2,522 00	8 82	8 40	17 22
Stonewall Telephone Company, Inc.....	Rockingham county.....	29.00	-----	555 00	108 00	663 00	2 32	15	2 47
Stuart and Laurel Fork Telephone Company, Inc.....	Patrick county.....	28.00	-----	420 00	644 00	1,064 00	3 72	-----	3 72
Surry and Sussex Telephone Company.....	Surry county.....	28.00	-----	840 00	490 00	1,330 00			
	Sussex county.....	8.00	-----	240 00	126 00	366 00			
	Total.....	36.00	-----	1,080 00	616 00	1,696 00	5 93	9 53	15 46

STATE CORPORATION COMMISSION.

161

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STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Upper Rappahannock Telephone and Telegraph Company.....	Caroline county.....	22 00	.....	\$ 660 00	\$ 222 00	\$ 882 00			
	Essex county.....	31 00	.....	930 00	326 00	1,256 00			
	Spotsylvania county.....	12.50	.....	375 00	115 00	490 00			
	Total.....	65 50	.....	1,965 00	663 00	2,628 00	\$ 9 20	\$ 9 43	\$ 18 63
Vernon Telephone Company.....	Carroll county.....	37.00	.....	555 00	260 00	815 00	2 85	.....	2 85
Virginia Central Telephone Company.....	Buckingham county.....	104 00	.....	1,660 00	549 00	2,109 00			
	Cumberland county.....	7 00	.....	105 00	45 00	150 00			
	Total.....	111 00	.....	1,865 00	594 00	2,259 00	7 91	14 70	22 61
Virginia-North Carolina Telephone Company.....	Campbell county.....	46 00	.....	690 00	591 00	1,281 00			
	Halifax county.....	30 00	.....	450 00	40 00	490 00			
	Total.....	76 00	.....	1,140 00	631 00	1,771 00	6 20	29 29	35 49
Virginia Telephone Company, Inc.....	Amelia county.....	37 00	.....	555 00	380 00	935 00	3 28	6 40	9 68
Virginia and Tennessee Telephone Company.....	Abingdon, town of.....	2.00	.....	150 00	180 00	330 00			
	of.....	2 00	.....	300 00	705 00	1,005 00			
	of.....	6 00	.....	720 00	2,763 00	3,473 00			
	of.....	3 00	.....	225 00	974 00	1,199 00			
	of.....	1 00	.....	75 00	54 00	129 00			
	of.....	3 00	.....	225 00	560 00	785 00			
	of.....	6 00	.....	450 00	3,093 00	3,543 00			
	of.....	4 00	.....	400 00	751 00	1,151 00			
	Dickenson county.....	10 00	.....	300 00	60 00	360 00			
	Dublin, town of.....	3 00	.....	225 00	445 00	670 00			
	Jonestown, town of.....	3 00	.....	225 00	337 00	562 00			
	Lee county.....	62 00	.....	2,480 00	1,687 00	4,167 00			
	Marion, town of.....	27 00	.....	1,050 00	36 00	1,086 00			
	Montgomery county.....	6 00	.....	600 00	2,408 00	3,008 00			
	Norton, town of.....	6 00	.....	600 00	2,408 00	3,008 00			

Warren County Farmers Mutual Telephone Company, The	town of	23 00	150 00	285 00	434 00	525 01	3,222 03	3,817 04
Warrenton Telephone Exchange	.....	13 00	926 00	4,905 00	1,751 00	1 46	-----	1 46
Washington Telephone Company, The	.....	16 00	1,500 00	2,740 00	8,070 00			
Waynesboro Mutual Telephone Company	.....	40 00	12,750 00	44,841 00	97,591 00			
West Fork Telephone Company	.....	23 00	75 00	3,196 00	4,016 00			
West Green Springs Telephone Company	.....	1 00	420 00	94 00	514 00			
West Halifax Telephone Company	.....	14 00	750 00	4,405 00	5,245 00			
Western Union Telegraph Company	.....	10 00	880 00	401 00	1,281 00			
	.....	22 00	1,960 00	991 00	2,951 00			
	.....	53 00	1,940 00	1,340 00	3,280 00			
	.....	4 00	400 00	727 00	1,127 00			
	.....	31 00	1,030 00	688 00	1,718 00			
	Total	445 00	32,125 00	120,734 00	152,859 00	525 01	3,222 03	3,817 04
Warren county	.....	25 00	375 00	42 00	417 00	1 46	-----	1 46
Culpeper county	.....	5 00	75 00	15 00	90 00			
Fauquier county	.....	102 00	2,010 00	1,074 00	3,084 00			
Rappahannock county	.....	5 00	75 00	20 00	95 00			
Warrenton, town of	.....	3 00	90 00	755 00	845 00			
Total	.....	115 00	2,250 00	1,864 00	4,114 00	14 40	49 00	63 40
Washington county	.....	50 00	1,350 00	828 00	1,678 00	5 87	12 94	18 81
Augusta county	.....	12 00	360 00	153 00	513 00			
Basic City, town of	.....	2 00	150 00	222 00	372 00			
Waynesboro, town of	.....	2 00	150 00	1,215 00	1,365 00			
Total	.....	16 00	660 00	1,590 00	2,250 00	7 87	43 00	50 87
Floyd county	.....	201 00	3,015 00	2,281 00	5,296 00	18 58	-----	18 58
Louisa county	.....	10 00	300 00	120 00	420 00	1 47	1 80	3 07
Halifax county	.....	66 00	640 00	110 00	950 00			
Houston, town of	.....	2 00	80 00	230 00	310 00			
Pittsylvania county	.....	23 00	330 00	12 00	342 00			
Total	.....	30 00	1,250 00	352 00	1,602 00	5 80	21 76	27 36
Abingdon, town of	.....	1 35	101 25	160 95	262 20			
Accomac county	.....	23 70	1,685 00	746 80	2,431 80			
Albemarle county	.....	81 49	4,074 50	11,066 03	15,140 53			
Alexandria, city of	.....	3 45	517 50	1,903 60	2,421 10			

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Western Union Telegraph Company (Continued.)	Alexandria county v. city. of. wn of. of. own of. Bondtown, town of.	15.50	-----	\$ 775 00	\$ 3,672 30	\$ 4,454 30			
		40.53	-----	2,026 30	2,702 18	4,728 68			
		19.10	-----	2,935 00	2,915 00	3,870 00			
		46.54	-----	2,327 00	7,702 41	10,029 41			
		1.69	-----	1,119 25	82 60	201 85			
		19.79	-----	989 50	1,234 61	2,224 11			
		2.00	-----	150 00	891 30	1,041 30			
		103.34	-----	5,167 00	3,979 39	9,146 39			
		3.00	-----	225 00	1,665 95	391 95			
		19.58	-----	979 00	1,474 26	2,453 26			
		1.71	-----	128 25	278 10	406 35			
		33.64	-----	1,677 00	5,739 80	7,416 80			
		49	-----	56 75	40 30	77 05			
		7.64	-----	573 00	135 80	708 80			
		1.00	-----	75 00	48 25	123 25			
		28	-----	19 50	11 70	31 20			
		34.81	-----	1,740 50	1,999 84	3,740 34			
		1.01	-----	75 75	35 20	110 95			
		17	-----	12 75	54 20	96 95			
		92	-----	68 00	7 50	76 50			
		1.13	-----	113 00	663 60	776 60			
		90	-----	57 50	25 60	93 10			
		45.35	-----	2,267 50	3,432 25	5,009 75			
		1.16	-----	87 00	48 60	135 60			
		4.74	-----	474 00	80 80	554 80			
		2.03	-----	152 25	268 40	420 65			
		113.63	-----	5,081 50	5,988 98	12,670 48			
		32.00	-----	2,000 00	10,246 29	12,846 29			
		4.28	-----	214 00	5 00	219 00			
		17.51	-----	875 50	83 25	958 75			
		6.27	-----	627 00	2,363 99	3,269 49			
		1.00	-----	75 00	1,166 35	1,783 35			
		57	-----	42 75	28 20	108 20			
		89.93	-----	4,496 50	13,060 60	17,557 10			
		47	-----	35 25	80 40	115 65			
		1.88	-----	141 00	16 60	156 60			
		30.11	-----	1,505 50	539 65	2,045 15			
		2.07	-----	156 25	67 60	212 85			

1.89	189 00	522 80	711 80
37	37 75	31 90	49 65
37	63 25	112 25	177 50
1.16	39 25	68 00	167 70
	51 75	40 20	68 00
69	155 25	191 80	91 95
2 07	2,223 00	7,466 22	347 05
44 46	75 50	267 00	9,089 22
98	239 00	284 00	440 80
4 80	238 00	1,100 28	514 00
1.72	3,242 00	6,402 43	1,358 28
84 84	75 00	127 65	9,644 43
1 00	300 00	987 65	302 65
4 00	60 00	116 40	1,287 65
80	150 00	20 00	176 40
2 00	63 00	25 90	170 00
84	2,28 75	465 90	88 90
3 06	3,196 50	15,179 57	465 90
63 63	185 75	32 85	531 75
2 21	57 75	4,776 06	18,376 07
77	3,618 00	718 30	202 85
72 32	1,476 00	641 30	90 60
29 52	84 75	305 10	8,392 08
1 13	550 00	654 30	718 30
11 00	72 00	185 30	2,117 30
72	60 75	15 60	389 85
81	33 00	33 95	1,204 30
44	37 50	56 30	257 30
50	48 75	28 00	76 35
65	1,382 00	2,470 63	66 95
27 64	56 25	97 10	93 80
75	291 00	97 30	78 75
3 88	68 25	1,401 85	3,852 83
91	297 00	85 80	153 35
3 96	61 00	153 60	389 30
1 22	1,247 50	48 00	1,401 85
24 95	6,007 00	2,441 91	164 05
100 14	40 00	5,363 75	450 60
40	3,194 00	106 40	103 00
63 88	2,200 25	7,006 10	3,689 41
2 67	1,631 00	5,239 30	10,370 75
36 62	1,509 50	5,972 95	146 40
30 19	185 25	39 70	10,200 10
2 47	30 00	23 00	439 55
40	35 25	33 50	7,226 10
47	87 75	39 40	7,482 45
1 17	1,356 00	2,003 62	224 95
27 12		328 55	53 00
			68 75
			127 15
			3,359 62
			328 55

Iron Gate, town of
Isle of Wight county.
James City county.

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE--CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Western Union Telegraph Company (Continued.)	Keyaville, town of.....	1 90	.....	\$ 149 25	\$ 263 80	\$ 412 05			
	King William county.....		.....		118 45	118 45			
	Lawrenceville, town of.....	.86	.....	64 50	32 20	96 70			
	Lee county.....	72 27	.....	3,813 50	622 04	4,235 54			
	Leesburg, town of.....	.57	.....	42 75	22 30	65 05			
	of.....	1 00	.....	75 00	30 50	105 50			
			.....		360 00	360 00			
		31 67	.....	1,533 50	952 25	2,535 75			
	Louisa, town of.....	.63	.....	47 25	64 30	111 55			
	Lunenburg county.....	6 50	.....	325 00	677 51	1,002 51			
		.77	.....	57 75	45 90	103 65			
		8 18	.....	477 00	3,569 48	4,046 48			
		.49	.....	36 75	250 20	286 95			
		1 83	.....	137 25	219 55	356 80			
		1 18	.....	88 50	66 35	154 85			
		64 29	.....	3,214 50	3,293 25	6,507 75			
		80 80	.....	80 00	70 75	150 75			
		31 58	.....	1,579 00	5,079 70	6,658 70			
		78 78	.....	58 50	18 80	77 30			
		104 41	.....	5,220 50	5,747 83	10,968 33			
		86 86	.....	64 50	74 70	139 20			
		40 16	.....	2,008 00	7,016 97	9,024 97			
North Tidewater, town of Northampton county.....		.13	.....	9 75	291 00	291 00			
			.....		9 00	19 35			
			.....		228 00	228 00			
		5 90	.....	1,180 00	1,471 35	2,651 35			
		80 49	.....	4,024 50	6,024 03	10,048 53			
		1 11	.....	83 25	47 10	130 35			
		23 00	.....	1,150 00	289 00	1,439 00			
		1 59	.....	119 25	53 80	173 05			
		20 97	.....	1,548 50	1,622 99	3,171 49			
		35 92	.....	1,795 00	5,960 80	7,755 80			
		.72	.....	54 00	323 40	376 40			
		29 66	.....	1,483 00	731 56	2,214 56			
			.....		159 90	159 90			
		.74	55 50	41 20	96 70			
		2 03	393 00	590 05	983 05			
				60 90	60 90			
		55 69	2,794 50	15,397 26	21,181 76			

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STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINES AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Western Union Telegraph Company (Continued.)	Williamsburg, city of...	1 00	...	\$ 100 00	\$ 36 75	\$ 36 75			
	...	1 05	...	78 75	50 00	150 00			
	...	49 46	...	2,473 00	183 00	261 75			
	...	1 03	...	77 25	942 10	3,415 10			
Weyers Cave Telephone Exchange...	...	59 66	...	2,983 00	29 40	106 65			
	...	2 29	...	171 75	3,125 24	6,108 24			
	Total.....	3,123 92	...	164,309 25	297,823 90	462,132 15	\$ 1,617 46	\$ 8,321 02	\$ 9,938 48
White Hall Telephone Company...	Augusta county.....	84 00	...	2,085 00	426 00	2,511 00			
	Rockingham county.....	10 00	...	240 00	42 00	282 00			
	Total.....	94 00	...	2,325 00	468 00	2,793 00	9 77		9 77
	Frederick county.....	6 50	...	195 00	300 00	495 00	1 73	2 85	4 28
Winchester and Jordans Springs Telephone Company...	Frederick county.....	8 00	...	240 00	324 00	564 00	1 97	5 98	7 95
	Charlotte county.....	48 00	...	690 00	243 00	933 00			
	Mecklenburg county.....	8 00	...	240 00	58 00	298 00			
	Total.....	54 00	...	930 00	301 00	1,231 00	4 81	6 09	10 40
Wylliesburg Telephone Company...	Wythe county.....	96 00	...	2,880 00	1,125 00	4,005 00			
	Wytheville, town of.....	6 50	...	487 50	2,030 00	2,517 50			
	Total.....	102 50	...	3,367 50	3,155 00	6,522 50	22 83	40 06	71 89
Wytheville Telephone Company...	Bland county.....	7 00	...	105 00	...	105 00			
	Wythe county.....	17 00	...	330 00	30 00	360 00			
	Wytheville, town of.....	3 00	...	225 00	617 00	842 00			
	Total.....	27 00	...	660 00	647 00	1,307 00	4 87	9 93	14 50

York and Warwick Telephone Corporation.....	Warwick county.....	0.00								
	York county.....	17.00	240 00	499 00	739 00					
			360 00	281 00	641 00					
	Total.....	23.00	600 00	780 00	1,380 00	4 83	5 87	10 70		
	Grand total.....	19,098.38	\$784,970 00	\$2,324,799 30	\$3,109,769 30	\$10,883 85	\$47,647 58	\$58,531 43		

STATEMENT

Of the Taxable Values of Express Properties in the State, and the Taxes Assessed Thereon, and License Tax Assessed by Law for the Year Ending June 30, 1912.

Adams Express Company

Miles Operated in the State of Virginia, 1,720.10.

LOCATION	Total Property Value	Tax on Property	License Tax	Total Tax
Accomac county.....	\$ 190 00			
Albemarle county.....	155 00			
Alexandria, city of.....	900 00			
Alleghany county.....	80 00			
Amherst county.....	13 00			
Appalachia, town of.....	44 00			
Ashland, town of.....	17 00			
Augusta county.....	85 00			
Basic City, town of.....	76 00			
Bath county.....	252 00			
Bedford county.....	60 00			
Belle Haven, town of.....	2 00			
Big Stone Gap, town of.....	23 00			
Botetourt county.....	64 00			
Bridgewater, town of.....	7 00			
Brookneal, town of.....	10 00			
Brunswick county.....	32 00			
Buchanan, town of.....	19 00			
Buckingham county.....	24 00			
Campbell county.....	30 00			
Caroline county.....	32 00			
Charles City county.....	4 00			
Charlotte county.....	45 00			
Charlottesville, city of.....	800 00			
Clifton Forge, city of.....	5,150 00			
Columbia, town of.....	20 00			
Covington, town of.....	365 00			
Dayton, town of.....	10 00			
Eastville, town of.....	22 00			
Elizabeth city county.....	558 00			
Essex county.....	12 00			
Fairfax county.....	14 00			
Fluvanna county.....	58 00			
Fredericksburg, city of.....	325 00			
Goochland county.....	47 00			
Gordonsville, town of.....	945 00			
Goshen, town of.....	29 00			
Greensville county.....	2 00			
Hampton, city of.....	232 00			
Hanover county.....	103 00			
Harrisonburg, town of.....	250 00			
Henrico county.....	29 00			
Iron Gate, town of.....	6 00			
Isle of Wight county.....	4 00			
James City county.....	65 00			
Kenbridge, town of.....	10 00			
King George county.....	2 00			
Lancaster county.....	43 00			
Lee county.....	92 00			
Lexington, town of.....	193 00			
Louisa county.....	86 00			
Louisa, town of.....	10 00			
Lunenburg county.....	35 00			
Mathews county.....	38 00			
Middlesex county.....	30 00			
Milford, town of.....	40 00			
Mineral, town of.....	17 00			
Montgomery county.....	24 00			
Nansemond county.....	2 00			
Nelson county.....	32 00			
New Castle, town of.....	10 00			
New Kent county.....	58 00			

STATEMENT OF TAXABLE VALUES OF EXPRESS PROPERTIES—ADAMS
EXPRESS COMPANY—CONTINUED.

LOCATION	Total Property Value	Tax on Property	License Tax	Total Tax
Newport News, city of.....	\$ 3,110 00			
Norfolk, city of.....	3,225 00			
Northampton county.....	105 00			
Northumberland county.....	32 00			
Norton, town of.....	40 00			
Occoquan, town of.....	22 00			
Orange county.....	12 00			
Parksley, town of.....	42 00			
Prince Edward county.....	2 00			
Prince George county.....	2 00			
Prince William county.....	30 00			
Richmond county.....	27 00			
Roanoke, city of.....	915 00			
Rockbridge county.....	42 00			
Rockingham county.....	53 00			
Salem, town of.....	98 00			
Scottsville, town of.....	25 00			
Smithfield, town of.....	10 00			
Southampton county.....	65 00			
Spotsylvania county.....	7 00			
Stafford county.....	42 00			
Staunton, city of.....	700 00			
Suffolk, city of.....	202 00			
Surry county.....	4 00			
Sussex county.....	18 00			
Tappahannock, town of.....	12 00			
Urbanna, town of.....	12 00			
Warwick county.....	44 00			
Waynesboro, town of.....	50 00			
Westmoreland county.....	2 00			
Williamsburg, city of.....	50 00			
Winchester, city of.....	285 00			
Wise county.....	38 00			
York county.....	17 00			
Total.....	\$ 21,277 00	\$ 74 47	\$ 10,288 14	\$ 10,362 61

STATEMENT OF TAXABLE VALUES OF EXPRESS PROPERTIES—CON.

Southern Express Company

Miles Operated in the State of Virginia, 2,630.

LOCATION	Total Property Value	Tax on Property	License Tax	Total Tax
Abingdon, town of.....	\$ 143 00			
Albemarle county.....	78 00			
Amelia county.....	11 00			
Amherst county.....	86 00			
Appalachia, town of.....	88 00			
Appomattox county.....	44 00			
Augusta county.....	28 00			
Basic City, town of.....	10 00			
Bedford City, town of.....	116 00			
Bedford county.....	11 00			
Berryville, town of.....	62 00			
Big Stone Gap, town of.....	70 00			
Blackstone, town of.....	21 00			
Botetourt county.....	12 00			
Boydton, town of.....	15 00			
Boykins, town of.....	30 00			
Branchville, town of.....	5 00			
Bristol, city of.....	1,524 00			
Broadway, town of.....	43 00			
Brookneal, town of.....	10 00			
Brunswick county.....	40 00			
Buchanan, town of.....	25 00			
Buena Vista, city of.....	76 00			
Burkeville, town of.....	53 00			
Campbell county.....	98 00			
Carroll county.....	4 00			
Charlotte county.....	13 00			
Chase City, town of.....	20 00			
Chatham, town of.....	30 00			
Chesterfield county.....	19 00			
Christiansburg, town of.....	222 00			
Claremont, town of.....	5 00			
Clarke county.....	20 00			
Clarksville, town of.....	33 00			
Clinchport, town of.....	5 00			
Clover, town of.....	8 00			
Coeburn, town of.....	45 00			
Courtland, town of.....	20 00			
Crewe, town of.....	64 00			
Culpeper county.....	57 00			
Culpeper, town of.....	261 00			
Cumberland county.....	3 00			
Danville, city of.....	5,569 00			
Dinwiddie county.....	25 00			
Drakes Branch, town of.....	20 00			
Dry Fork, town of.....	23 00			
Dublin, town of.....	10 00			
Duffield, town of.....	5 00			
East Stone Gap, town of.....	5 00			
Edinburg, town of.....	68 00			
Elkton, town of.....	61 00			
Emporia, town of.....	237 00			
Fairfax county.....	20 00			
Fairfax, town of.....	12 00			
Falls Church, town of.....	10 00			
Farmville, town of.....	352 00			
Fauquier county.....	220 00			
Franklin county.....	56 00			
Franklin, town of.....	97 00			
Fries, town of.....	5 00			
Front Royal, town of.....	86 00			
Galax, town of.....	8 00			
Gate City, town of.....	16 00			
Giles county.....	35 00			
Glade Spring, town of.....	61 00			
Glasgow, town of.....	5 00			
Graham, town of.....	92 00			
Greensville county.....	2 00			
Grottoes, town of.....	22 00			
Halifax county.....	22 00			
Hamilton, town of.....	31 00			

STATEMENT OF TAXABLE VALUES OF EXPRESS PROPERTIES—SOUTHERN EXPRESS COMPANY—CONTINUED.

LOCATION	Total Property Value	Tax on Property	License Tax	Total Tax
Harrisonburg, town of.....	\$ 150 00			
Haymarket, town of.....	16 00			
Henry county.....	31 00			
Herndon, town of.....	5 00			
Holland, town of.....	10 00			
Honaker, town of.....	33 00			
Houston, town of.....	5 00			
Isle of Wight county.....	24 00			
Keysville, town of.....	63 00			
King William county.....	6 00			
Lawrenceville, town of.....	75 00			
Lee county.....	26 00			
Leesburg, town of.....	154 00			
Loudoun county.....	74 00			
Lunenburg county.....	6 00			
Luray, town of.....	157 00			
Lynchburg, city of.....	5,241 00			
Manassas, town of.....	94 00			
Marion, town of.....	154 00			
Martinsville, town of.....	186 00			
Mecklenburg county.....	116 00			
Montgomery county.....	34 00			
Mount Jackson, town of.....	91 00			
Nansemond county.....	18 00			
Narrows, town of.....	5 00			
Nelson county.....	152 00			
New Kent county.....	4 00			
New Market, town of.....	56 00			
Norfolk, city of.....	7,536 00			
Norfolk county.....	19 00			
Norton, town of.....	104 00			
Nottoway county.....	4 00			
Orange county.....	54 00			
Orange, town of.....	94 00			
Page county.....	84 00			
Pamplin City, town of.....	21 00			
Patrick county.....	8 00			
Pearisburg, town of.....	5 00			
Petersburg, city of.....	8,953 00			
Pittsylvania county.....	122 00			
Plains, The, town of.....	33 00			
Pocahontas, town of.....	200 00			
Portsmouth, city of.....	2,609 00			
Powhatan county.....	10 00			
Prince Edward county.....	8 00			
Prince George county.....	29 00			
Prince William county.....	28 00			
Princess Anne county.....	4 00			
Pulaski county.....	23 00			
Pulaski, town of.....	359 00			
Purcellville, town of.....	51 00			
Radford, city of.....	91 00			
Remington, town of.....	26 00			
Richlands, town of.....	5 00			
Richmond, city of.....	27,403 00			
Ridgeway, town of.....	5 00			
Roanoke, city of.....	2,868 00			
Roanoke county.....	8 00			
Rockbridge county.....	65 00			
Rockingham county.....	17 00			
Rocky Mount, town of.....	49 00			
Round Hill, town of.....	27 00			
Russell county.....	105 00			
Rustburg, town of.....	5 00			
Salem, town of.....	68 00			
Saltville, town of.....	5 00			
Scott county.....	17 00			
Shenandoah county.....	97 00			
Shenandoah, town of.....	10 00			
Smyth county.....	41 00			
South Boston, town of.....	46 00			
South Hill, town of.....	10 00			
Southampton county.....	40 00			
Strasburg, town of.....	10 00			

**STATEMENT OF TAXABLE VALUES OF EXPRESS PROPERTIES—SOUTH-
ERN EXPRESS PROPERTIES—CONTINUED.**

LOCATION	Total Property Value	Tax on Property	License Tax	Total Tax
Stuart, town of.....	\$ 5 00			
Suffolk, city of.....	1,033 00			
Surry county.....	2 00			
Sussex county.....	30 00			
Tacoma, town of.....	5 00			
Tazewell county.....	106 00			
Tazewell, town of.....	44 00			
Timberville, town of.....	21 00			
Vinenna, town of.....	12 00			
Vinton, town of.....	5 00			
Virgilina, town of.....	33 00			
Virginia Beach, town of.....	10 00			
Wakefield, town of.....	58 00			
Warren county.....	113 00			
Warrenton, town of.....	10 00			
Washington county.....	65 00			
Waverly, town of.....	22 00			
West Point, town of.....	168 00			
Windsor, town of.....	22 00			
Wise county.....	211 00			
Woodstock, town of.....	63 00			
Wythe county.....	118 00			
Wytheville, town of.....	111 00			
Total.....	\$ 71,332 00	\$ 249 66	\$ 15,780 00	\$ 16,029 66

United States Express Company

Miles Operated in the State of Virginia, 92.34.

LOCATION	Total Property Value	Tax on Property	License Tax	Total Tax
Augusta county.....	\$ 12 00			
Clarke county.....	4 00			
Elizabeth City county.....	325 00			
Frederick county.....	75 00			
Harrisonburg, town of.....	198 00			
Lexington, town of.....	342 00			
Norfolk, city of.....	1,600 00			
Portsmouth, city of.....	100 00			
Rockbridge county.....	27 00			
Rockingham county.....	5 00			
Shenandoah county.....	120 00			
Staunton, city of.....	625 00			
Winchester, city of.....	100 00			
Total.....	\$ 3,533 00	\$ 12 37	\$ 554 04	\$ 566 41
Grand total.....4,442.44 miles	\$ 96,142 00	\$ 336 50	\$ 26,622 18	\$ 26,958 68

STATEMENT SHOWING THE VALUE OF REAL AND PERSONAL PROPERTY, GROSS INCOME AND RECEIPTS OF STEAMSHIP AND STEAMBOAT COMPANIES—CONTINUED.

NAME OF COMPANY	LOCATION	Value of Steamers and Other Floating Property	Value of all Other Property	Total Property Value	Tax on Property	Gross Income	Tax on Income	Total Tax
Colonial Beach Company	Alexandria, city of	\$45,000 00	\$15,000 00	\$ 45,000 00	\$ 210 00	\$14,569 00	\$ 72 84	\$ 282 84
	Colonial Beach, town of			15,000 00				
	Total	45,000 00	15,000 00	60,000 00				
Colonial Beach and Pope's Creek Steamboat Company	Westmoreland county	2,500 00		2,500 00	8 75			8 75
Elizabeth River and Hampton Roads Ferry Company	Norfolk, city of	2,500 00	2,000 00	2,500 00				
	Norfolk county			2,000 00				
	Total	2,500 00	2,000 00	4,500 00	15 75	1,685 80	8 43	24 18
Ferries Company, The (operating the properties of the City of Portsmouth and Norfolk County Ferries)						258,461 59	1,292 31	1,292 31
Furman Line	Petersburg, city of	4,000 00		4,000 00	14 00	12,726 56	63 63	77 63
Lake Drummond Transportation Company						1,401 68	7 01	7 01
Maryland, Delaware and Virginia Railway Company	Caroline county		600 00	600 00				
	Essex county		1,000 00	1,000 00				
	Fredericksburg, city of		3,000 00	3,000 00				
	Lancaster county		500 00	500 00				
	Middlesex county		2,400 00	2,400 00				
	Richmond county		1,000 00	1,000 00				
	Westmoreland county		500 00	500 00				
	Total		9,000 00	9,000 00	31 50	49,107 66	245 53	277 03
Merchants and Miners Transportation Company	Norfolk, city of	41,500 00	190,500 00	232,000 00	812 00			812 00

Mt. Vernon and Marshall Hall Steamboat Company, Limited.....	Alexandria, city of.....	24,000 00	-----	24,000 00	84 00	2,494 85	13 47	96 47
Norfolk and Berkley Ferry Company.....	-----	-----	-----	-----	-----	120 00	60	60
Norfolk and Petersburg Transportation Company.....	Norfolk, city of.....	18,800 00	-----	18,800 00	65 80	7,631 88	88 16	103 96
Norfolk and Washington, D. C. Steamboat Company.....	Alexandria, city of.....	300,000 00	18,000 00	18,000 00	-----	-----	-----	-----
-----	Norfolk, city of.....	300,000 00	18,000 00	318,000 00	1,113 00	17,409 88	87 05	1,200 05
Norfolk, York River and Tidewater Steamboat Company.....	Norfolk, city of.....	4,500 00	-----	4,500 00	15 75	11,048 80	55 24	70 99
Old Dominion Steamship Company.....	Hampton, city of.....	10,000 00	-----	10,000 00	-----	-----	-----	-----
-----	Norfolk, city of.....	71,000 00	175,000 00	246,000 00	-----	-----	-----	-----
-----	Richmond, city of.....	200,000 00	33,252 00	233,252 00	-----	-----	-----	-----
-----	Smithfield, town of.....	95,000 00	4,000 00	99,000 00	-----	-----	-----	-----
-----	Suffolk, city of.....	26,800 00	4,000 00	30,800 00	-----	-----	-----	-----
-----	Total.....	402,800 00	216,252 00	619,052 00	2,166 68	221,549 73	1,107 75	3,274 43
Peoples' Navigation Company, The.....	Norfolk, city of.....	25,000 00	-----	25,000 00	87 50	-----	-----	87 50
Potomac and Chesapeake Steamboat Company.....	Alexandria, city of.....	60,000 00	-----	60,000 00	210 00	11,448 18	57 24	267 24
Virginia Navigation Company.....	Richmond, city of.....	60,000 00	-----	60,000 00	210 00	57,939 56	289 69	499 69
Virginia Steam Navigation Company.....	King and Queen county.....	5,000 00	250 00	5,250 00	-----	-----	-----	-----
-----	King William county.....	5,000 00	250 00	5,250 00	-----	-----	-----	-----
-----	Total.....	10,000 00	500 00	10,500 00	36 75	13,927 95	69 64	106 39
Washington and Alexandria Ferry Company.....	Alexandria, city of.....	10,000 00	-----	10,000 00	35 00	-----	-----	35 00
West Shore Navigation Company.....	Norfolk, city of.....	19,300 00	-----	19,300 00	67 55	3,219 98	16 10	83 65
-----	Grand total.....	\$1,054,900 00	\$732,264 00	\$1,787,164 00	\$ 6,255 07	\$717,270 38	\$ 3,586 32	\$ 9,841 39

Value

Of Personal Property of Sleeping Car, Parlor Car and Dining Car Companies doing Business in the Commonwealth of Virginia, Assessed by the State Corporation Commission, and the Tax Extended Thereon, Based on the Miles of Track over which the Companies Operate in this State, for the Year Ending June 30th, 1912.

THE PULLMAN COMPANY

LOCATION OF PRINCIPAL OFFICE	Miles Operated in the State of Virginia	License Tax at Two Dollars Per Mile	Total Tax
Richmond.....	2,570.89	\$ 5,141.78	\$ 5,141.78

STATEMENT OF THE TAXABLE VALUES OF WATER, HEAT, LIGHT, POWER AND GAS PROPERTIES—CONTINUED.

NAME OF COMPANY	LOCATION	Value of Real Estate, Water Rights, Machinery, Stores, etc.	Value of Pole Line, Conduits, Mains, etc.	Total Property Value	Tax on Property	Franchise Tax	Total Tax
Arlington Electric Company, The.....	Alexandria county.....	\$ 1,875	\$ 4,990	\$ 6,865			
	Falls Church, town of.....		226	226			
	Total.....	1,875	5,216	7,091	\$ 24 81	\$ 3 01	\$ 27 82
Ashland Gas, Sewer and Water Company, Inc., The.....	Ashland, town of.....	2,050	3,100	5,150			
	Hanover county.....		2,319	2,319			
	Total.....	2,050	5,419	7,469	26 14	10 19	36 33
Braddock Light and Power Company, Inc.....	Alexandria county.....		2,806	2,806	9 82	45 26	55 08
Bristol Gas and Electric Company.....	Bristol, city of.....	4,998	12,338	17,336	60 67	188 11	248 78
Bristol-Goodson Water Company.....	Washington county.....	10,000	15,000	25,000	87 50		87 50
Buchanan Water Works Company.....	Botetourt county.....		1,405	1,405			
	Buchanan, town of.....		2,172	2,172			
	Total.....		3,577	3,577	12 52	5 09	17 61
Buena Vista Light and Power Company.....	Buena Vista, city of.....	8,812	3,385	12,197			
	Rockbridge county.....	800	384	1,184			
	Total.....	9,612	3,769	13,381	46 83	35 10	81 93
Charlottesville and Albemarle Railway Company..	Charlottesville, city of.....	33,431	12,363	45,794	160 23	146 32	306 60
Christiansburg Electrical Company.....	Cambria, town of.....		562	562			
	Christiansburg, town of.....	550	4,334	4,884			
	Montgomery county.....	11,250	1,522	12,772			
	Total.....	11,800	6,418	18,218	63 76	37 88	101 64
Citizens Railway, Light and Power Company.....	Newport News, city of.....		16,764	16,764			
	Warwick county.....		2,884	2,884			
	Total.....		19,648	19,648	68 77	427 13	495 90
City Gas Company of Norfolk.....	Norfolk, city of.....	207,210	114,721	321,931			

	Norfolk county	8,299	8,299	1,155 80	1,003 06	2,759 40
	Total.....	207,210	123,020	330,230		
Clifton Forge Light and Water Company.....						
	Alleghany county.....		20,848	20,848		
	Clifton Forge, city of.....	18,028	23,803	41,831		
	Total.....	18,028	44,651	62,679	115 15	334 53
Clifton Forge Public Service Corporation, The.....						
	Alleghany county.....	3,970	1,810	5,780		
	Clifton Forge, city of.....	54,125	7,215	61,340		
	Total.....	58,095	9,025	67,120	186 39	421 31
Cornett Light and Power Company.....			432	452	7 00	8 58
Covington Light, Ice and Cold Storage Company..		11,100	2,712	13,812	66 96	115 30
Crewe Electric Plant.....		3,450	2,085	5,535	19 37	38 74
Damascus Light and Power Company.....		5,335	605	5,940		
	Washington county.....		212	212		
	Total.....	5,335	817	6,152	9 21	30 74
Danville Water Power Company.....		15,300		15,300		53 55
Dominion Power Company.....		1,850		1,850		
	Montgomery county.....	450		450		
	Total.....	2,300		2,300	8 05	8 05
Electric Generating Company.....		22,500		22,500	78 75	78 75
Emporia Hydro-Electric Power Corporation, The...		67,239	5,830	73,069	92 51	348 25
Estillville Water Company.....		275	546	821		
	Scott county.....	735	860	1,595		
	Total.....	1,010	1,406	2,416	3 93	12 39
Floyd Electric Power Corporation.....		710		710	2 48	2 48
Fredericksburg Aqueduct Company.....			2,000	2,000		
	Spotsylvania county.....	2,250		2,250		
	Total.....	2,250	2,000	4,250	3 71	18 58
Fredericksburg Electric Company.....		3,706		3,706	12 97	12 97

STATEMENT OF THE TAXABLE VALUES OF WATER, HEAT, LIGHT, POWER AND GAS PROPERTIES—CONTINUED.

NAME OF COMPANY	LOCATION	Value of Real Estate, Water Rights, Machine-ry, Boilers, etc.	Value of Pole Lines, Conduits, Mains, etc.	Total Property Value	Tax on Property	Franchise Tax	Total Tax
Fredericksburg Power Company, Inc.	Culpeper county.....	\$ 5,265	.....	\$ 5,265			
	Fauquier county.....	4,531	.....	4,531			
	Fredericksburg, city of.....	20,683	.....	20,683			
	Spotsylvania county.....	16,235	.....	16,235			
	Stafford county.....	13,300	.....	13,300			
	Total.....	60,104	.....	60,104	\$ 210 36	\$ 34 02	\$ 244 38
Hampton, Phoebus and Fort Monroe Gas Corporation	Elizabeth City county.....	32,116	\$ 4,730	36,845			
	Hampton, city of.....	7,036	17,408	24,444			
	Phoebus, town of.....	.....	6,490	6,490			
	Total.....	39,151	28,628	67,779	237 23	108 16	435 39
Home Acetylene Light Company	.....	.....	.....	.....	.....	10 67	10 67
Ice Water Light Company	Blackstone, town of.....	125	3,654	3,779	13 23	36 42	49 65
Jeter Hill Water Company, Inc.	Bedford county.....	1,360	1,001	2,361	8 26	1 09	9 35
Kenbridge Gas and Light Company, The	Kenbridge, town of.....	1,060	1,157	2,207	7 72	1 60	9 32
Leesburg Electric Company	Leesburg, town of.....	4,000	722	5,322			
	Loudoun county.....	5,220	3,117	8,337			
	Total.....	9,820	3,839	13,659	47 81	60 73	108 54
Little Tunnel Water Power Company	Rocky Mount, town of.....	1,800	930	2,730	9 56	13 35	22 91
Loudoun Light and Power Company, The	Botetourt county.....	5,030	.....	5,030	17 60	.....	17 60
Lynchburg Traction and Light Company	Purcellville, town of.....	2,100	.....	2,100	7 35	.....	7 35
	Campbell county.....	45,048	2,594	48,242			
	Lynchburg, city of.....	155,915	81,245	238,160			
	Total.....	202,563	83,839	286,402	1,002 40	1,065 11	\$ 2,067 51

Manchester Light, Heat and Power Company.....	Cheslerfield, county of.....	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	28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STATEMENT OF THE TAXABLE VALUES OF WATER, HEAT, LIGHT, POWER AND GAS PROPERTIES—CONTINUED.

NAME OF COMPANY	LOCATION	Value of Real Estate, Water Rights, Machinery, Stores, etc.	Value of Pole Line, Conduits, Mains, etc.	Total Property Value	Tax on Property	Franchise Tax	Total Tax
Peoples Light, Heat and Power Corporation.....	West Point, town of.....	\$ 6,257	\$ 1,034	\$ 7,291	\$ 25 52	\$ 2 03	\$ 27 55
Petersburg Aqueduct Company.....	Chesterfield county.....	1,140	-----	1,140			
	Petersburg, city of.....	3,603	3,345	6,950			
	Total.....	4,745	3,345	8,090	28 31	3 35	31 66
Petersburg Gas Company, The.....	Petersburg, city of.....	97,398	48,405	145,803	510 31	428 96	939 27
Pocahontas Light and Water Company.....	Tazewell county.....	-----	13,589	13,589	47 56	63 35	110 91
Portsmouth, Berkley and Suffolk Water Company..	Nansemond county.....	87,874	77,602	165,476			
	Norfolk, city of.....	21,200	46,828	68,028			
	Norfolk county.....	29,869	99,260	129,119			
	Portsmouth, city of.....	61,585	91,261	152,846			
	Suffolk, city of.....	-----	45,444	45,444			
	Total.....	200,528	360,385	560,913	1,963 19	1,132 69	3,095 88
Portsmouth Gas Company.....	Norfolk county.....	-----	9,181	9,181			
	Portsmouth, city of.....	75,494	40,670	116,154			
	Total.....	75,494	49,851	125,335	438 67	630 67	1,069 34
Portsmouth Suburban Water Company.....	Iale of Wight county.....	1,800	-----	1,800			
	Nansemond county.....	87,885	67,428	155,313			
	Norfolk county.....	-----	103,758	103,758			
	Portsmouth, city of.....	4,000	27,062	31,062			
	Suffolk, city of.....	-----	4,606	4,606			
	Total.....	93,685	202,854	296,539	1,037 89	-----	1,037 89
Potomac Power Company.....	Fairfax county.....	6,000	-----	6,000	21 00	-----	21 00
Powell Valley Light and Power Company.....	Big Stone Gap, town of.....	4,083	3,072	7,155	25 04	62 05	87 09
Pure Water Company.....	South Hill, town of.....	-----	1,299	1,299	4 55	15	4 70

Radford Water-Power Company	Montgomery county	6,164	30,886	61,046	313 06	116 63	330 28
	Pulaski county	10,896	20,986	87,980			
	Radford, city of	7,100					
Total		30,160	30,886	61,046	313 06	116 63	330 28
Rappahannock Electric Light and Power Company, Inc.	Fredericksburg, city of	130	4,105	4,235			
	Stafford county	6,976	280	7,255			
	Stafford county		355	355			
Total		7,106	4,740	11,855	41 49	60 60	102 09
Riverside Light and Power Company	Waynesboro, town of	4,620	2,841	7,461	20 11	43 74	63 85
Roanoke Gas Light Company	Roanoke, city of	61,600	62,060	123,660	432 91	112 32	545 23
Roanoke Railway and Electric Company	Roanoke, city of	157,700	57,530	215,230			
		61,600	7,405	69,005			
		1,600	1,616	3,216			
			1,631	1,631			
Total		210,800	68,182	278,982	976 43	1,047 05	2,023 48
Roanoke Water Company	Roanoke, city of	5,708	111,626	117,334			
	Roanoke county	84,380	18,999	103,379			
Total		90,080	130,625	220,705	772 46	797 09	1,569 55
Rockbridge Power Corporation	Buena Vista, city of		1,050	1,050			
	Lexington, town of	1,000	3,070	4,070			
	Rockbridge county	27,000	2,605	29,605			
Total		29,000	6,725	34,725	121 53	88 33	209 86
Rock Spring Electric Company	Shenandoah county	1,845	887	2,732	9 56	7 57	17 13
Rosslyn Electric and Gas Company							
Rosslyn Gas Company	Alexandria county	33,650	21,577	54,227	189 79	38 91	208 70
Rural Power Company, Inc.	Roanoke county		600	600	2 10	30	2 40
Saint Paul Normal and Industrial School	Lawrenceville, town of	2,625	614	3,239	11 34	11 58	22 92
Shenandoah River Light and Power Corporation	Luray, town of	60	2,616	2,676			
	Page county	13,855	980	14,835			
Total		13,915	3,596	17,511	61 29	50 86	112 15

STATEMENT OF THE TAXABLE VALUES OF WATER, HEAT, LIGHT, POWER AND GAS PROPERTIES—CONTINUED.

NAME OF COMPANY	LOCATION	Value of Real Estate, Water Rights, Machinery, Stores, etc.	Value of Pole Line, Conduits, Mains, etc.	Total Property Value	Tax on Property	Franchise Tax	Total Tax
Smithfield Water Company, The	Isle of Wight county	\$ 9,400	\$ 3,318	\$ 12,718			
	Smithfield, town of		5,218	5,218			
	Total	9,400	8,536	17,936	\$ 62 77	\$ 19 93	\$ 82 70
South Boston Electric Light and Power Company	Halifax county	26,920	417	27,337			
	South Boston, town of		2,966	2,966			
	Total	26,920	3,383	30,303	106 06	72 20	178 26
South Hill Manufacturing Company, Inc.	South Hill, town of	6,260	1,970	8,230	28 80	18 19	46 99
South Timberville Water Company, Inc., The	Timberville, town of	311	297	608	2 13		2 13
Southside Water and Sewerage Corporation	Chesterfield county	2,700	3,999	6,699	23 45	34 08	57 53
Staunton Gas Company	Staunton, city of	32,00	21,253	53,253	186 38	148 02	334 40
Staunton Lighting Company	Staunton, city of	38,000	7,105	45,105	157 86	199 87	357 73
Suffolk Gas-Electric Company	Suffolk, city of	17,430	8,704	26,134	91 47	63 50	153 97
Tazewell Electric Light and Power Company	North Tazewell, town of		441	441			
	Tazewell county	4,100	402	4,502			
	Tazewell, town of	200	1,938	2,138			
	Total	4,300	2,781	7,081	24 78	50 15	74 93
Urbanna Water Company, The	Urbanna, town of	3,400		3,400	11 90	2 32	14 22
Valley Light and Power Company	Shenandoah county	12,300	570	12,870			
	Woodstock, town of		788	788			
	Total	12,300	1,358	13,658	47 80	2 03	49 83
Vinton-Roanoke Water Company	Bedford county	11,564	8,731	20,295			
	Roanoke, city of	200	17,215	17,415			
	Roanoke county	980	14,142	15,072			

Vinton, town of.....	6,017	6,017	6,017	203 76	132 89	234 65
Total.....	12,046	46,103	58,799			
Ashland, town of.....	100	1,861	1,961	6 80	15 16	25 02
Barton Heights, town of .....	.....	4,568	4,568			
.....	11,325	26,067	40,012			
.....	31,761	4,558	36,319			
.....	.....	19,929	19,929			
.....	.....	8,227	8,227			
.....	409,100	36,409	445,509			
.....	21,000	41,971	62,971			
.....	21,000	26,876	47,876			
.....	30,235	26,011	56,236			
.....	1,069,600	265,050	1,354,710			
.....	10,550	6,085	16,635			
Total.....	1,626,711	466,371	2,093,082	7,323 78	7,149 96	14,473 76
West Point Water, Light and Power Company, The.....	1,300	.....	1,300	4 55	1 06	5 61
Westhampton Sewer and Water Company, Inc.	1,650	.....	1,650	5 77	1 50	7 27
Weyern Cave Light and Power Company.....	.....	.....	.....	2 96	1 74	4 72
Winchester Gas and Electric Light Company	11,260	6,904	18,214	63 75	46 30	110 05
Winchester and Washington City Railway Company	500	1,324	1,824			
.....	.....	4,068	4,068			
.....	.....	1,567	1,567			
.....	2,200	6,915	9,115			
Total.....	2,700	13,874	16,574	38 01	136 92	194 93
Woodstock, town of.....	350	1,334	1,684	6 86	13 06	18 93
Grand total.....	34,670,840	\$2,989,088	\$7,659,937	\$26,809 61	\$19,506 17	\$ 46,315 78

STATEMENT

Of Taxable Values of Public Service Corporations in Cities, Towns and Counties.

Abingdon, town of:		
Abingdon Water and Light Company, The.....	\$ 10,230 00	
Bristol Telephone Company, The.....	2,322 50	
Norfolk and Western Railway Company.....	42,327 00	
Southern Express Company.....	143 00	
Virginia-Carolina Railway Company.....	25,739 00	
Virginia and Tennessee Telephone Company.....	330 00	
Western Union Telegraph Company.....	262 20	
		\$ 81,353 70
Accomac county:		
Accomac and Northampton Telephone Company.....	\$ 6,808 88	
Adams Express Company.....	190 00	
Baltimore, Chesapeake and Atlantic Railway Company.....	6,540 00	
Delaware, Maryland and Virginia Railroad Company.....	30,049 00	
Diamond State Telephone Company of Virginia, The.....	12,140 92	
New York, Philadelphia and Norfolk Railroad Company.....	797,500 00	
Peninsula Light and Power Company.....	3,698 00	
Western Union Telegraph Company.....	2,431 80	
		859,356 60
Albemarle county:		
Adams Express Company.....	\$ 155 00	
Albemarle Telephone Company.....	14,200 00	
American Telephone and Telegraph Company of Virginia.....	12,066 70	
Charlottesville and Albemarle Railway Company.....	69,535 00	
Chesapeake and Ohio Railway Company, The.....	1,058,027 00	
Farmers Mutual Telephone Company.....	2,166 00	
Greene County Mutual Telephone Company, The.....	60 00	
Nelson and Albemarle Railway Company.....	74,263 00	
Postal Telegraph Cable Company.....	4,725 00	
Scottsville Telephone Company.....	1,874 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	1,817 00	
Southern Express Company.....	78 00	
Southern Railway Company.....	647,000 00	
Western Union Telegraph Company.....	15,140 53	
		1,901,107 23
Alexandria, city of:		
Adams Express Company.....	\$ 900 00	
Alexandria County Lighting Company.....	91,265 00	
Alexandria Water Company.....	65,037 00	
Capital City Telephone Company.....	3,822 00	
Chesapeake and Potomac Telephone Company.....	8 52	
Colonial Beach Company.....	45,000 00	
Mt. Vernon and Marshall Hall Steamboat Company, Ltd.....	24,000 00	
Norfolk and Washington, D. C., Steamboat Company.....	18,000 00	
Postal Telegraph Cable Company.....	1,010 00	
Potomac and Chesapeake Steamboat Company.....	60,000 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	12,184 67	
Southern Railway Company.....	168,730 00	
Washington and Alexandria Ferry Company, Inc.....	10,000 00	
Washington Virginia Railway Company.....	34,216 00	
Washington Southern Railway Company.....	226,940 00	
Western Union Telegraph Company.....	2,421 10	
		763,534 29
Alexandria county:		
Alexandria County Lighting Company.....	\$ 5,967 00	
Alexandria Water Company.....	12,046 00	
American Telephone and Telegraph Company of Virginia.....	795 70	
Arlington Electric Company, The.....	6,865 00	
Braddock Light and Power Company, Inc.....	2,806 00	
Capital City Telephone Company.....	430 00	
Chesapeake and Potomac Telephone Company.....	1,347 20	
Falls Church Telephone and Telegraph Company.....	5,534 00	
Postal Telegraph Cable Company.....	2,991 50	
Rosslyn Connecting Railroad Company.....	48,409 00	
Rosslyn Gas Company.....	54,227 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	1,485 00	
Southern Railway Company.....	101,200 00	
Washington and Old Dominion Railway Company.....	169,880 00	
Washington-Virginia Railway Company.....	408,347 00	
Washington Southern Railway Company.....	627,683 00	
Western Union Telegraph Company.....	4,454 30	
		1,454,467 70

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.

Alleghany county:		
Adams Express Company.....	\$ 80 00	
American Telephone and Telegraph Company of Virginia.....	7,638 35	
Bath County Telephone Company, The.....	150 00	
Chesapeake and Ohio Railway Company, The.....	1,137,260 00	
Clifton Forge Light and Water Company.....	20,848 00	
Clifton Forge Mutual Telephone Company.....	226 00	
Clifton Forge Public Service Corporation, The.....	5,780 00	
Longdale Iron Company.....	53,698 00	
Norfolk and Western Railway Company.....	2,091 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	114 00	
Western Union Telegraph Company.....	4,728 68	
		\$ 1,232,614 03
Amelia county:		
Amelia and Powhatan Telephone Company.....	\$ 396 00	
Fluvanna and James River Valley Telephone Company.....	80 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	1,699 00	
Southern Express Company.....	11 00	
Southern Railway Company.....	294,412 00	
Southside Telephone Company.....	105 00	
Virginia Telephone Company, Inc.....	935 00	
Western Union Telegraph Company.....	3,870 00	
Wilson Saw Mill Company, Inc.....	7,500 00	
		309,008 00
Amherst county:		
Adams Express Company.....	\$ 13 00	
American Telephone and Telegraph Company of Virginia.....	10,297 75	
Chesapeake and Ohio Railway Company, The.....	440,073 00	
Dickie James, Telephone Company.....	395 00	
Norfolk and Western Railway Company.....	82,495 00	
Postal Telegraph Cable Company.....	3,030 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	1,400 64	
Southern Express Company.....	86 00	
Southern Railway Company.....	513,657 00	
Western Union Telegraph Company.....	10,029 41	
		1,061,476 80
Amherst, town of:		
Southern Railway Company.....	\$ 13,125 00	
		13,125 00
Appalachia, town of:		
Adams Express Company.....	\$ 44 00	
Interstate Railroad Company.....	10,056 00	
Louisville and Nashville Railroad Company.....	27,867 00	
Southern Express Company.....	88 00	
Virginia and Southwestern Railway Company.....	6,275 00	
Virginia and Tennessee Telephone Company.....	1,005 00	
Western Union Telegraph Company.....	201 85	
		45,566 85
Appomattox county:		
American Telephone and Telegraph Company of Virginia.....	\$ 6,437 40	
Appomattox Telephone Company, The.....	4,038 50	
Central Telephone Company.....	30 00	
Norfolk and Western Railway Company.....	407,621 00	
Southern Express Company.....	44 00	
Western Union Telegraph Company.....	2,224 11	
		420,395 01
Ashland, town of:		
Adams Express Company.....	\$ 17 00	
Ashland Gas, Sewer and Water Company, Inc., The.....	5,150 00	
Richmond and Chesapeake Bay Railway Company.....	15,693 00	
Richmond, Fredericksburg and Potomac Railroad Company.....	600 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	3,015 44	
Virginia Light and Power Company.....	1,961 00	
Western Union Telegraph Company.....	1,041 30	
		27,477 74
Augusta county:		
Adams Express Company.....	\$ 85 00	
Chesapeake and Ohio Railway Company, The.....	778,857 00	
Chesapeake Western Railway.....	59,358 00	
Craigsville and Bell's Valley Mutual Telephone Company, The.....	1,067 00	
Farmers Mutual Telephone Company.....	1,445 00	
Harrisonburg Mutual Telephone Company.....	111 00	
Norfolk and Western Railway Company.....	582,705 00	
Rockingham Mutual Telephone and Telegraph Company.....	315 00	
Roncoverte and Elkins Telephone Company.....	948 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	2,757 00	

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.

Augusta county—Continued.		
Southern Express Company.....	\$ 28 00	
Spottswood Telephone Company.....	1,239 00	
Steel Ores Railway.....	9,125 00	
United States Express Company.....	12 00	
Valley Railroad Company of Virginia.....	261,535 00	
Virginia Portland Railway Company.....	12,900 00	
Waynesboro Mutual Telephone Company.....	513 00	
Western Union Telegraph Company.....	9,146 39	
Weyers Cave Light and Power Company.....	850 00	
Weyers Cave Telephone Exchange.....	2,511 00	
		\$ 1,725,557 39
Barton Heights, town of:		
Virginia Railway and Power Company.....	\$ 16,718 00	16,718 00
Basic City, town of:		
Adams Express Company.....	\$ 76 00	
Chesapeake and Ohio Railway Company, The.....	31,784 00	
Norfolk and Western Railway Company.....	31,439 00	
Southern Express Company.....	10 00	
Waynesboro Mutual Telephone Company.....	372 00	
Western Union Telegraph Company.....	391 95	
		64,072 95
Bath county:		
Adams Express Company.....	\$ 252 00	
American Telephone and Telegraph Company of Virginia.....	1,441 00	
Bath County Telephone Company, The.....	2,341 00	
Chesapeake and Ohio Railway Company, The.....	369,461 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	262 00	
Western Union Telegraph Company.....	2,453 26	
		376,210 26
Bedford county:		
Adams Express Company.....	\$ 60 00	
Altavista Telephone Company, Inc.....	270 00	
American Telephone and Telegraph Company of Virginia.....	3,683 50	
Bedford and Campbell Telephone and Telegraph Company.....	944 00	
Bedford Southside Telephone and Telegraph Corporation.....	1,797 50	
Big Island and Bedford City Telephone Company.....	2,743 00	
Chesapeake and Ohio Railway Company, The.....	384,822 00	
Jeter Hill Water Company, Inc.....	2,361 00	
Norfolk and Western Railway Company.....	1,015,341 00	
Postal Telegraph Cable Company.....	7,480 00	
Roanoke and Bedford County Telephone and Telegraph Corporation.....	1,926 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	3,236 80	
Southern Express Company.....	11 00	
Vinton-Roanoke Water Company.....	20,285 00	
Virginian Railway Company, The.....	489,234 00	
Western Union Telegraph Company.....	7,416 80	
		1,941,611 60
Bedford City, town of:		
Norfolk and Western Railway Company.....	\$ 65,788 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	3,977 87	
Southern Express Company.....	116 00	
Western Union Telegraph Company.....	406 35	
		70,288 22
Belle Haven, town of:		
Adams Express Company.....	\$ 2 00	
Diamond State Telephone Company of Virginia, The.....	793 54	
		795 54
Berryville, town of:		
American Union Telephone Company of Virginia, Inc.....	\$ 46 00	
Frederick and Clarke Telephone Company.....	304 00	
Norfolk and Western Railway Company.....	20,769 00	
Southern Express Company.....	62 00	
Western Union Telegraph Company.....	77 05	
Winchester and Washington City Railway Company.....	1,824 00	
		23,082 05
Big Stone Gap, town of:		
Adams Express Company.....	\$ 23 00	
Big Stone Gap and Powell's Valley Railroad Company.....	17,000 00	
Louisville and Nashville Railroad Company.....	65,975 00	
Powell Valley Light and Power Company.....	7,155 00	
Southern Express Company.....	70 00	
Virginia and Southwestern Railway Company.....	38,150 00	
Virginia and Tennessee Telephone Company.....	3,473 00	
Western Union Telegraph Company.....	708 80	
		132,554 80

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.

Blacksburg, town of:		
Norfolk and Western Railway Company.....	\$ 15,900 00	
Virginia and Tennessee Telephone Company.....	1,199 00	
		\$ 17,099 00
Blackstone, town of:		
Ice Water Light Company.....	\$ 3,779 00	
Norfolk and Western Railway Company.....	25,649 00	
Southern Express Company.....	21 00	
Western Union Telegraph Company.....	123 25	
		29,572 25
Bland county:		
Bland Telephone Company.....	\$ 1,280 00	
Clear Fork Telephone Company, The.....	421 00	
Mechanicsburg Telephone Company.....	1,087 00	
New River, Holston and Western Railroad Company.....	30,385 00	
Wytheville Telephone Company.....	105 00	
		33,278 00
Bondtown, town of:		
Norfolk and Western Railway Company.....	\$ 4,160 00	
Virginia and Tennessee Telephone Company.....	129 00	
Western Union Telegraph Company.....	31 20	
		4,320 20
Botetourt county:		
Adams Express Company.....	\$ 64 00	
American Telephone and Telegraph Company of Virginia.....	8,217 95	
Botetourt Telephone Company.....	1,180 50	
Buchanan Water Works Company.....	1,405 00	
Chesapeake and Ohio Railway Company, The.....	1,018,102 00	
Cloverdale and Catawba Furnace Railroad Company.....	5,350 00	
Little Tunnel Water Power Company.....	5,030 00	
Norfolk and Western Railway Company.....	649,522 00	
Roanoke and Botetourt Telephone Company.....	5,686 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	1,606 50	
Southern Express Company.....	12 00	
Valley Railroad Company of Virginia.....	1,140 00	
Western Union Telegraph Company.....	3,740 34	
		1,701,056 29
Bowling Green, town of:		
American Telephone and Telegraph Company of Virginia.....	\$ 923 05	
Caroline County Telephone Company, Inc.....	676 00	
		1,599 05
Boyce, town of:		
Norfolk and Western Railway Company.....	\$ 13,471 00	
		13,471 00
Boydton, town of:		
Atlantic and Danville Railway Company, The.....	\$ 9,820 00	
Home Telephone and Telegraph Company.....	168 00	
Southern Express Company.....	15 00	
Western Union Telegraph Company.....	110 95	
		10,113 95
Boykins, town of:		
Seaboard Air Line Railway.....	\$ 13,956 00	
Southern Express Company.....	30 00	
Western Union Telegraph Company.....	96 95	
		14,082 95
Branchville, town of:		
Southern Express Company.....	\$ 5 00	
Union Telephone Company, The.....	30 00	
		35 00
Bridgewater, town of:		
Adams Express Company.....	\$ 7 00	
Chesapeake and Western Railroad Company.....	2,150 00	
Chesapeake Western Railway.....	2,950 00	
North River Electric Company, The.....	723 00	
Western Union Telegraph Company.....	76 50	
		5,906 50
Bristol, city of:		
Bristol Gas and Electric Company.....	\$ 17,336 00	
Bristol Telephone Company, The.....	6,712 00	
Bristol Traction Company.....	13,712 00	
East Tennessee Telephone Company.....	3,710 00	
Norfolk and Western Railway Company.....	96,344 00	
Southern Express Company.....	1,524 00	
Virginia and Southwestern Railway Company.....	676,771 00	
Western Union Telegraph Company.....	776 60	
		816,885 60

**TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.**

Broadway, town of:		
Plains District Mutual Telephone Company, Inc.....	\$ 400 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	25 20	
Southern Express Company.....	43 00	
Southern Railway Company.....	16,580 00	
Western Union Telegraph Company.....	93 10	
		\$ 17,141 30
Brookneal, town of:		
Adams Express Company.....	\$ 10 00	
Norfolk and Western Railway Company.....	12,515 00	
Southern Express Company.....	10 00	
Virginian Railway Company, The.....	15,834 00	
		28,369 00
Brunswick county:		
Adams Express Company.....	\$ 32 00	
Atlantic and Danville Railway Company, The.....	224,455 00	
Brunswick Mutual Telephone Company, The.....	2,105 00	
Farmers and Merchants Telephone Company.....	575 00	
Seaboard Air Line Railway.....	461,774 00	
Southern Express Company.....	40 00	
Virginian Railway Company, The.....	352,033 00	
Western Union Telegraph Company.....	5,699 75	
		1,046,713 75
Buchanan county:		
Big Sandy and Cumberland Railroad Company.....	\$ 45,311 00	
Grundy Raven Telephone Company.....	415 00	
Sandy Valley Telephone Company.....	395 00	
Slate Phone Company.....	240 00	
		46,361 00
Buchanan, town of:		
Adams Express Company.....	\$ 19 00	
American Telephone and Telegraph Company of Virginia.....	221 90	
Botetourt Telephone Company.....	225 00	
Buchanan Water Works Company.....	2,172 00	
Chesapeake and Ohio Railway Company, The.....	11,241 00	
Norfolk and Western Railway Company.....	11,252 00	
Southern Express Company.....	25 00	
Western Union Telegraph Company.....	135 60	
		25,291 50
Buckingham county:		
Adams Express Company.....	\$ 24 00	
Chesapeake and Ohio Railway Company, The.....	135,902 00	
Fluvanna and James River Valley Telephone Company.....	120 00	
Southside Telephone Company.....	480 00	
Virginia Central Telephone Company.....	2,109 00	
		138,635 00
Buena Vista, city of:		
Buena Vista Light and Power Company.....	\$ 12,197 00	
Chesapeake and Ohio Railway Company, The.....	27,950 00	
Lexington Mutual Telephone Company.....	1,080 00	
Norfolk and Western Railway Company.....	53,177 00	
Rockbridge Power Corporation.....	1,050 00	
Southern Express Company.....	76 00	
Western Union Telegraph Company.....	554 80	
		96,084 80
Burkeville, town of:		
American Telephone and Telegraph Company of Virginia.....	\$ 261 15	
Norfolk and Western Railway Company.....	26,903 00	
Southern Express Company.....	53 00	
Southern Railway Company.....	16,690 00	
Western Union Telegraph Company.....	420 65	
		44,327 80
Cambria, town of:		
Christiansburg Electrical Company.....	\$ 562 00	
Norfolk and Western Railway Company.....	33,038 00	
Virginia and Tennessee Telephone Company.....	785 00	
		34,385 00
Campbell county:		
Adams Express Company.....	\$ 30 00	
Altavista Land and Improvement Company, Inc., The.....	10,691 00	
Altavista Telephone Company, Inc.....	1,633 00	
Appomattox Telephone Company, The.....	89 00	
American Telephone and Telegraph Company of Virginia.....	15,766 75	
Bedford and Campbell Telephone and Telegraph Company.....	18 00	
Central Telephone Company.....	1,811 00	
Chesapeake and Ohio Railway Company, The.....	204,834 00	

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Campbell county—Continued.

Farmers Independent Telephone Company, The.....	\$	710 00	
Lynchburg Traction and Light Company.....		94,292 00	
Norfolk and Western Railway Company.....		885,959 00	
Postal Telegraph Cable Company.....		4,350 00	
Southern Bell Telephone and Telegraph Company of Virginia.....		3,434 94	
Southern Express Company.....		98 00	
Southern Railway Company.....		721,349 00	
Virginia-North Carolina Telephone Company.....		1,281 00	
Virginian Railway Company, The.....		533,908 00	
Western Union Telegraph Company.....		12,670 48	
			\$ 2,492,925 17

Cape Charles, town of:

Diamond State Telephone Company of Virginia, The.....	\$	2,959 60	
New York, Philadelphia and Norfolk Railroad Company.....		5,700 00	
			8,659 60

Caroline County:

Adams Express Company.....	\$	32 00	
American Telephone and Telegraph Company of Virginia.....		17,886 90	
Caroline County Telephone Company, Inc.....		6,678 00	
King William Telephone and Telegraph Company, The.....		890 00	
Maryland, Delaware and Virginia Railroad Company.....		600 00	
Postal Telegraph Cable Company.....		3,944 50	
Spotsylvania Telephone Company, The.....		184 00	
Upper Rappahannock Telephone and Telegraph Company.....		882 00	
Western Union Telegraph Company.....		12,848 29	
			43,945 69

Carroll county:

Appalachian Power Company.....	\$	394,787 00	
Blair Telephone Company.....		325 00	
Burk's Fork Telephone Company.....		1,603 00	
Carroll Telephone Company.....		2,439 00	
Galax Mutual Telephone Company, The.....		520 00	
Hillsville Telephone Company, The.....		658 00	
Ivanhoe and Carroll Railroad Company.....		7,600 00	
Laurel Fork Telephone Company.....		8,242 00	
Norfolk and Western Railway Company.....		176,270 00	
Reed Island Mutual Telephone Company.....		2,820 00	
Southern Express Company.....		4 00	
Three Fork Telephone Company.....		584 00	
Vernon Telephone Company.....		815 00	
Western Union Telegraph Company.....		219 00	
			596,883 00

Cedar Bluff, town of:

Norfolk and Western Railway Company.....	\$	51,960 00	
			51,960 00

Charles City county:

Adams Express Company.....	\$	4 00	
Charles City Telephone and Telegraph Company.....		2,380 00	
Chesapeake and Ohio Railway Company, The.....		127,594 00	
Henrico and Charles City Telephone and Telegraph Company.....		92 00	
Southern Bell Telephone and Telegraph Company of Virginia.....		146 00	
Western Union Telegraph Company.....		83 25	
			130,299 25

Charlotte county:

Adams Express Company.....	\$	45 00	
Central Telephone Company.....		3,538 00	
Farmers Independent Telephone Company, The.....		90 00	
Home Telephone and Telegraph Company.....		60 00	
Lunenburg Telephone Company, Inc.....		26 25	
Ontario Telephone Company, The.....		425 00	
Richmond and Mecklenburg Railroad Company.....		70,980 00	
Southern Bell Telephone and Telegraph Company of Virginia.....		1,548 80	
Southern Express Company.....		13 00	
Southern Railway Company.....		263,400 00	
Southside Telephone Company.....		39 00	
Virginian Railway Company, The.....		442,187 00	
Western Union Telegraph Company.....		3,269 49	
Wylliesburg Telephone Company.....		933 00	
			786,614 54

**TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.**

Charlottesville, city of:		
Adams Express Company.....	\$ 800 00	
Albemarle Telephone Company.....	24,021 00	
American Telephone and Telegraph Company of Virginia.....	600 00	
Charlottesville and Albemarle Railway Company.....	74,060 00	
Chesapeake and Ohio Railway Company, The.....	64,031 00	
Postal Telegraph Cable Company.....	330 00	
Southern Railway Company.....	42,407 00	
Western Union Telegraph Company.....	1,793 35	
		\$ 208,042 35
Chase City, town of:		
Home Telephone and Telegraph Company.....	\$ 779 00	
Richmond and Mecklenburg Railroad Company.....	11,500 00	
Southern Express Company.....	20 00	
Western Union Telegraph Company.....	103 20	
		12,402 20
Chatham, town of:		
Southern Bell Telephone and Telegraph Company of Virginia.....	\$ 2,435 00	
Southern Express Company.....	30 00	
Southern Railway Company.....	14,014 00	
Western Union Telegraph Company.....	224 45	
		16,703 45
Chesterfield county:		
American Telephone and Telegraph Company of Virginia.....	\$ 15,846 60	
Atlantic Coast Line Railroad Company.....	706,263 00	
Fluvanna and James River Valley Telephone Company.....	1,584 00	
Manchester Light, Heat and Power Company.....	160 00	
Norfolk and Western Railway Company.....	1,500 00	
Petersburg Aqueduct Company.....	1,140 00	
Petersburg Telephone Company.....	3,088 50	
Postal Telegraph Cable Company.....	3,160 00	
Seaboard Air Line Railway.....	447,924 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	5,570 70	
Southern Express Company.....	19 00	
Southern Railway Company.....	287,440 00	
Southside Water and Sewerage Corporation.....	6,699 00	
Tidewater and Western Railroad Company.....	138,558 00	
Virginia Railway and Power Company.....	314,587 00	
Western Union Telegraph Company.....	17,557 10	
		1,951,096 90
Chincoteague, town of:		
Diamond State Telephone Company of Virginia, The.....	\$ 795 80	
		795 80
Christiansburg, town of:		
Christiansburg Electrical Company.....	\$ 4,884 00	
Southern Express Company.....	222 00	
Virginia and Tennessee Telephone Company.....	3,543 00	
Western Union Telegraph Company.....	115 65	
		8,764 65
Claremont, town of:		
Atlantic and Danville Railway Company, The.....	\$ 14,815 00	
Harrison Telephone Company, The.....	617 00	
Southern Express Company.....	5 00	
Western Union Telegraph Company.....	156 60	
		15,593 60
Clarke county:		
American Union Telephone Company of Virginia, Inc.....	\$ 521 00	
Frederick and Clarke Telephone Company.....	2,092 00	
Norfolk and Western Railway Company.....	255,652 00	
Snickersville Telephone Company.....	336 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	691 00	
Southern Express Company.....	20 00	
United Frederick and Clarke Telephone Company.....	504 00	
United States Express Company.....	4 00	
Western Union Telegraph Company.....	2,045 15	
Winchester and Potomac Railroad Company.....	47,632 00	
Winchester and Washington City Railway Company.....	4,068 00	
		313,565 15
Clarksville, town of:		
Atlantic and Danville Railway Company, The.....	\$ 8,275 00	
Home Telephone and Telegraph Company.....	559 00	
Richmond and Mecklenburg Railroad Company.....	48,970 00	
Southern Express Company.....	33 00	
Southern Railway Company.....	5,400 00	
Western Union Telegraph Company.....	212 85	
		63,449 85

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.

Cleveland, town of:		
Norfolk and Western Railway Company.....	\$ 11,430 00	\$ 11,430 00
Clifton, town of:		
Southern Railway Company.....	\$ 17,215 00	17,215 00
Clifton Forge, city of:		
Adams Express Company.....	\$ 5,150 00	
American Telephone and Telegraph Company of Virginia.....	603 00	
Chesapeake and Ohio Railway Company, The.....	432,342 00	
Clifton Forge Light and Water Company.....	41,831 00	
Clifton Forge Mutual Telephone Company.....	3,390 00	
Clifton Forge Public Service Corporation, The.....	61,340 00	
Western Union Telegraph Company.....	711 80	545,367 80
Clinchport, town of:		
Southern Express Company.....	\$ 5 00	
Virginia and Southwestern Railway Company.....	6,010 00	
Western Union Telegraph Company.....	49 65	6,064 65
Clover, town of:		
Southern Express Company.....	\$ 8 00	
Southern Railway Company.....	14,545 00	
Western Union Telegraph Company.....	177 50	14,730 50
Coeburn, town of:		
Norfolk and Western Railway Company.....	\$ 15,730 00	
Southern Express Company.....	45 00	
Virginia and Tennessee Telephone Company.....	1,151 00	
Western Union Telegraph Company.....	157 70	17,083 70
Colonial Beach, town of:		
Colonial Beach Company.....	\$ 15,000 00	
Potomac and Rappahannock Telephone Company.....	180 00	15,180 00
Columbia, town of:		
Adams Express Company.....	\$ 20 00	
Chesapeake and Ohio Railway Company, The.....	16,087 00	
Western Union Telegraph Company.....	58 00	16,165 00
Courtland, town of:		
Atlantic and Danville Railway Company, The.....	\$ 9,810 00	
Southern Express Company.....	20 00	
Western Union Telegraph Company.....	91 95	9,921 95
Covington, town of:		
Adams Express Company.....	\$ 365 00	
American Telephone and Telegraph Company of Virginia.....	2,168 10	
Chesapeake and Ohio Railway Company, The.....	46,487 00	
Clifton Forge Mutual Telephone Company.....	1,340 00	
Covington Light, Ice and Cold Storage Company.....	13,812 00	
Western Union Telegraph Company.....	347 05	64,519 15
Craig county:		
Chesapeake and Ohio Railway Company, The.....	\$ 65,052 00	
Craig Telephone Company.....	1,612 50	
Norfolk and Western Railway Company.....	27,804 00	94,468 50
Crewe, town of:		
American Telephone and Telegraph Company of Virginia.....	\$ 344 65	
Crewe Electric Plant.....	5,535 00	
Southern Express Company.....	64 00	5,943 65
Culpeper county:		
American Telephone and Telegraph Company of Virginia.....	\$ 7,793 55	
Culpeper Telephone Company, The.....	6,563 00	
Fredericksburg Power Company, Inc.....	5,265 00	
Postal Telegraph Cable Company.....	3,264 00	
Southern Express Company.....	57 00	
Southern Railway Company.....	662,095 00	
Warrenton Telephone Exchange.....	90 00	
Western Union Telegraph Company.....	9,689 22	694,816 77

**TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.**

Culpeper, town of:		
American Telephone and Telegraph Company of Virginia.....	\$ 604 35	
Culpeper Telephone Company, The.....	2,430 00	
Postal Telegraph Cable Company.....	195 00	
Southern Express Company.....	261 00	
Southern Railway Company.....	33,765 00	
Western Union Telegraph Company.....	440 50	
		\$ 37,695 85
Cumberland county:		
Fluvanna and James River Valley Telephone Company.....	\$ 2,570 00	
Norfolk and Western Railway Company.....	91,655 00	
Southern Express Company.....	3 00	
Southside Telephone Company.....	210 00	
Tidewater and Western Railroad Company.....	52,456 00	
Virginia Central Telephone Company.....	150 00	
Western Union Telegraph Company.....	514 00	
		147,558 00
Damascus, town of:		
Damascus Light and Power Company.....	\$ 5,940 00	
Damascus Telephone Association.....	470 00	
Laurel Railway Company.....	10,352 00	
Virginia-Carolina Railway Company.....	9,470 00	
		26,232 00
Danville, city of:		
American Telephone and Telegraph Company of Virginia.....	\$ 1,237 90	
Atlantic and Danville Railway Company, The.....	17,110 00	
Danville Traction and Power Company.....	141,789 00	
Danville and Western Railway Company.....	72,615 00	
Postal Telegraph Cable Company.....	712 50	
Southern Bell Telephone and Telegraph Company of Virginia.....	26,067 33	
Southern Express Company.....	5,569 00	
Southern Railway Company.....	127,431 00	
Western Union Telegraph Company.....	1,358 28	
		393,890 01
Dayton, town of:		
Adams Express Company.....	\$ 10 00	
Chesapeake and Western Railroad Company.....	2,800 00	
North River Electric Company, The.....	390 00	
		3,200 00
Dendron, town of:		
Home Telephone Company.....	\$ 445 00	
Surry, Sussex and Southampton Railway Company.....	53,580 00	
		54,025 00
Dickenson county:		
Carolina, Clinchfield and Ohio Railway.....	\$ 9,450 00	
Virginia and Tennessee Telephone Company.....	360 00	
		9,810 00
Dinwiddie county:		
American Telephone and Telegraph Company of Virginia.....	\$ 13,180 50	
Atlantic Coast Line Railroad Company.....	288,783 00	
Brill, Geo. W., Lumber Company, Inc.....	16,050 00	
Dinwiddie Telephone Company.....	7,628 00	
Greensville and Dinwiddie Railway Company.....	28,750 00	
Norfolk and Western Railway Company.....	687,274 00	
Petersburg Telephone Company.....	1,888 80	
Postal Telegraph Cable Company.....	2,781 00	
Seaboard Air Line Railway.....	545,550 00	
Southern Express Company.....	25 00	
Sussex and Southside Telephone and Telegraph Company.....	108 00	
Tri-County Telephone Company.....	406 00	
Upper Appomattox Company.....	25,000 00	
Virginia Railway and Power Company.....	51,669 00	
Western Union Telegraph Company.....	9,644 43	
Wilson Saw Mill Company, Inc.....	1,500 00	
		1,680,237 73
Drakes Branch, town of:		
Southern Express Company.....	\$ 20 00	
Southern Railway Company.....	32,015 00	
Western Union Telegraph Company.....	202 65	
		32,237 65
Dry Fork, town of:		
Southern Express Company.....	\$ 23 00	
Southern Railway Company.....	41,270 00	
Western Union Telegraph Company.....	1,287 65	
		42,580 65

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.

Dublin, town of:		
Norfolk and Western Railway Company.....	\$ 18,001 00	
Southern Express Company.....	10 00	
Virginia and Tennessee Telephone Company.....	670 00	
Western Union Telegraph Company.....	176 40	
		\$ 18,857 40
Duffield, town of:		
Southern Express Company.....	\$ 5 00	
		5 00
Dumfries, town of:		
American Telephone and Telegraph Company of Virginia.....	\$ 158 05	
		158 05
East Lexington, town of:		
Valley Railroad Company of Virginia.....	\$ 1,185 00	
		1,185 00
East Stone Gap, town of:		
Southern Express Company.....	\$ 5 00	
Virginia and Southwestern Railway Company.....	23,125 00	
Western Union Telegraph Company.....	170 00	
		23,300 00
Eastville, town of:		
Adams Express Company.....	\$ 22 00	
Diamond State Telephone Company of Virginia, The.....	1,613 60	
		1,635 60
Edinburg, town of:		
Southern Express Company.....	\$ 68 00	
Southern Railway Company.....	14,920 00	
Western Union Telegraph Company.....	88 90	
		15,076 90
Elba, town of:		
Elba Telephone Company.....	\$ 236 00	
Franklin and Pittsylvania Railroad Company.....	1,750 00	
Renan Telephone Company.....	36 50	
Southern Railway Company.....	24,777 00	
		26,799 50
Elkton, town of:		
Chesapeake and Western Railroad Company.....	\$ 1,550 00	
Norfolk and Western Railway Company.....	27,666 00	
Southern Express Company.....	61 00	
		29,277 00
Elizabeth City county:		
Adams Express Company.....	\$ 558 00	
Chesapeake and Ohio Railway Company, The.....	121,115 00	
Hampton, Phoebus and Fort Monroe Gas Corporation.....	36,845 00	
Hampton Roads Traction Company.....	129,260 00	
Newport News Light and Water Company.....	50,089 00	
Newport News and Old Point Railway and Electric Company.....	291,951 00	
Postal Telegraph Cable Company.....	104 40	
Southern Bell Telephone and Telegraph Company of Virginia.....	7,834 96	
United States Express Company.....	325 00	
Western Union Telegraph Company.....	465 90	
		638,548 26
Emporia, town of:		
American Telephone and Telegraph Company of Virginia.....	\$ 566 90	
Atlantic Coast Line Railroad Company.....	33,671 00	
Atlantic and Danville Railway Company, The.....	18,583 00	
Home Telephone and Telegraph Company.....	2,335 00	
Postal Telegraph Cable Company.....	430 00	
Southern Express Company.....	237 00	
Western Union Telegraph Company.....	531 75	
		56,354 65
Essex county:		
Adams Express Company.....	\$ 12 00	
Maryland, Delaware and Virginia Railroad Company.....	1,000 00	
Northern Neck Telegraph and Telephone Company.....	8 75	
Tappahannock and Indian Neck Telephone Company.....	248 00	
Tidewater Telephone Company, The.....	1,245 00	
Upper Rappahannock Telephone and Telegraph Company.....	1,256 00	
		3,769 75
Fairfax county:		
Adams Express Company.....	\$ 14 00	
Alexandria County Lighting Company.....	2,497 00	
Alexandria Water Company.....	85,450 00	
American Telephone and Telegraph Company of Virginia.....	17,479 15	

**TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.**

Fairfax county—Continued.		
Capital City Telephone Company.....	\$ 2,600 00	
Chesapeake and Potomac Telephone Company.....	14 20	
Falls Church Telephone and Telegraph Company.....	4,995 00	
Lorton Telephone Company, Inc.....	2,776 00	
Postal Telegraph Cable Company.....	11,764 00	
Potomac Power Company.....	6,000 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	2,580 00	
Southern Express Company.....	20 00	
Southern Railway Company.....	747,027 00	
Washington and Old Dominion Railway.....	142,240 00	
Washington-Virginia Railway Company.....	93,628 00	
Washington Southern Railway Company.....	576,498 00	
Western Union Telegraph Company.....	18,376 07	
		\$ 1,713,958 42
Fairfax, town of:		
Falls Church Telephone and Telegraph Company.....	\$ 377 00	
Southern Express Company.....	12 00	
Washington-Virginia Railway Company.....	9,465 00	
		9,854 00
Falls Church, town of:		
Arlington Electric Company, The.....	\$ 226 00	
Falls Church Telephone and Telegraph Company.....	1,818 75	
Southern Express Company.....	10 00	
Southern Railway company.....	28,056 00	
Washington-Virginia Railway Company.....	14,556 00	
Western Union Telegraph Company.....	202 85	
		44,869 60
Farmville, town of:		
American Telephone and Telegraph Company of Virginia.....	\$ 433 60	
Farmville Telephone Company, The.....	2,085 00	
Norfolk and Western Railway Company.....	32,726 00	
Southern Express Company.....	352 00	
Tidewater and Western Railroad Company.....	504 00	
Western Union Telegraph Company.....	90 60	
		36,191 20
Fauquier county:		
American Telephone and Telegraph Company of Virginia.....	\$ 5,271 60	
Bull Run Telephone Company, Inc., The.....	222 00	
Cedar Run Mutual Telephone Company, The.....	1,183 00	
Delaplane and Upperville Telephone Company.....	636 00	
Fauquier Mutual Telephone Corporation.....	681 00	
Fredericksburg Power Company, Inc.....	4,531 00	
Hartwood and Fredericksburg Telephone Company, The.....	35 00	
Lois Mutual Telephone Company, The.....	507 50	
Morven Telephone Company, The.....	969 00	
New Baltimore Telephone Company, The.....	130 00	
Nokesville, Greenwich and Buckland Telephone Company, The.....	30 00	
Piedmont Telephone Company.....	551 00	
Postal Telegraph Cable Company.....	2,100 00	
Prince William and Loudoun Telegraph and Telephone Company...	75 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	2,821 00	
Southern Express Company.....	220 00	
Southern Railway Company.....	907,265 00	
Warrenton Telephone Exchange.....	3,084 00	
Western Union Telegraph Company.....	8,392 06	
		938,704 16
Fincastle, town of:		
Roanoke and Botetourt Telephone Company.....	\$ 161 00	
		161 00
Floyd county:		
Ballard Telephone Company, Inc.....	\$ 918 00	
Floyd Electric Power Corporation.....	710 00	
Floyd-Montgomery Mutual Telephone Company.....	3,233 00	
Floyd Telephone Company.....	2,015 00	
Laurel Fork Telephone Company.....	135 00	
Little River Mutual Telephone Corporation.....	315 00	
West Fork Telephone Company.....	5,296 00	
		12,622 00
Fluvanna county:		
Adams Express Company.....	\$ 58 00	
Chesapeake and Ohio Railway Company, The.....	891,444 00	
Palmyra Telephone Company, The.....	1,812 00	
Scottsville Telephone Company.....	235 00	
Western Union Telegraph Company.....	718 30	
		894,267 30

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Franklin county:		
Elba Telephone Company.....	\$ 95 00	
Franklin County Telephone Company.....	4,775 00	
Franklin and Pittsylvania Railroad Company.....	70,040 00	
Henry County Telephone Company.....	123 00	
Mutual Telephone Company of Franklin and Roanoke Counties, The.....	2,775 00	
Mutual Telephone Company of Henry, Franklin and Pittsylvania Counties, The.....	1,237 88	
Norfolk and Western Railway Company.....	363,239 00	
Southern Express Company.....	56 00	
Virginia Ore and Lumber Company, Inc.....	12,091 00	
Western Union Telegraph Company.....	2,117 30	
		\$ 456,549 18
Franklin, town of:		
Albemarle Steam Navigation Company.....	\$ 26,000 00	
Atlantic and Danville Railway Company, The.....	4,445 00	
Greensville and Dinwiddie Railway Company.....	13,525 00	
Seaboard Air Line Railway.....	20,972 00	
Southern Express Company.....	97 00	
Western Union Telegraph Company.....	389 85	
		65,428 85
Frederick county:		
American Union Telegraph Company of Virginia, Inc.....	\$ 1,925 00	
Appleridge Telephone Association, Ltd.....	234 00	
Chesapeake and Potomac Telephone Company.....	702 00	
Cumberland Valley and Martinsburg Railroad Company.....	125,510 00	
Frederick and Clarke Telephone Company.....	590 00	
Frederick Telephone Company.....	1,096 00	
North Frederick Telephone Company, The.....	844 00	
Opequon Telephone Company.....	1,230 00	
Romney Consolidated Telephone Company, Inc.....	1,176 00	
Royal Telephone Company.....	45 00	
Shawnee Telephone Company.....	214 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	1,881 00	
United Frederick and Clarke Telephone Company.....	313 00	
United States Express Company.....	75 00	
Western Union Telegraph Company.....	1,204 30	
White Hall Telephone Company.....	495 00	
Winchester and Jordans Springs Telephone Company.....	584 00	
Winchester and Potomac Railroad Company.....	117,467 00	
Winchester and Strasburg Railroad Company.....	217,852 00	
Winchester and Washington City Railway Company.....	1,567 00	
		474,984 30
Fredericksburg, city of:		
Adams Express Company.....	\$ 325 00	
American Telephone and Telegraph Company of Virginia.....	92 80	
Electric Generating Company.....	22,500 00	
Fredericksburg Aqueduct Company.....	2,000 00	
Fredericksburg Electric Company.....	3,706 00	
Fredericksburg Power Company, Inc.....	20,683 00	
Maryland, Delaware and Virginia Railway Company.....	3,000 00	
Postal Telegraph Cable Company.....	315 00	
Potomac, Fredericksburg and Piedmont Railroad Company.....	30,305 00	
Richmond, Fredericksburg and Potomac Railroad Company.....	300 00	
Rappahannock Electric Light and Power Company, The.....	4,235 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	7,145 94	
Western Union Telegraph Company.....	257 30	
		94,865 04
Fries, town of:		
Norfolk and Western Railway Company.....	\$ 4,650 00	
Southern Express Company.....	5 00	
Western Union Telegraph Company.....	76 35	
		4,731 35
Front Royal, town of:		
Independent Mutual Telephone Company.....	\$ 30 00	
Royal Telephone Company.....	797 00	
Southern Express Company.....	86 00	
Southern Railway Company.....	8,185 00	
Western Union Telegraph Company.....	66 95	
		9,164 95
Galax, town of:		
Norfolk and Western Railway Company.....	\$ 4,260 00	
Southern Express Company.....	8 00	
Western Union Telegraph Company.....	93 80	
		4,361 80

**TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.**

Gate City, town of:		
Estillville Water Company.....	\$ 821 00	
Gate City Telephone Company.....	460 00	
Southern Express Company.....	16 00	
Virginia and Southwestern Railway Company.....	7,900 00	
Western Union Telegraph Company.....	76 75	
		\$ 9,273 75
Giles county:		
Dominion Power Company.....	\$ 1,850 00	
Giles County Mutual Telephone Company, The.....	720 00	
Mechanicsburg Telephone Company, The.....	455 00	
New River, Holston and Western Railroad Company.....	50,235 00	
Norfolk and Western Railway Company.....	825,226 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	2,996 56	
Southern Express Company.....	35 00	
Spruce Run Mutual Telephone Company.....	420 00	
Virginian Railway Company, The.....	481,910 00	
Western Union Telegraph Company.....	3,852 83	
		1,367,700 39
Glade Spring, town of:		
Bristol Telephone Company, The.....	\$ 305 00	
Norfolk and Western Railway Company.....	23,044 00	
Southern Express Company.....	61 00	
Western Union Telegraph Company.....	153 35	
		23,563 35
Gladeville, town of:		
Virginia and Kentucky Railway Company.....	\$ 4,390 00	
		4,390 00
Glasgow, town of:		
American Telephone and Telegraph Company of Virginia.....	\$ 341 85	
Chesapeake and Ohio Railway Company, The.....	34,800 00	
Norfolk and Western Railway Company.....	28,125 00	
Southern Express Company.....	5 00	
Western Union Telegraph Company.....	388 30	
		63,660 15
Gloucester county:		
Baltimore, Chesapeake and Atlantic Railway Company.....	\$ 500 00	
Chesapeake Western Railway.....	2,000 00	
Tidewater Telephone Company, The.....	7,237 00	
		9,737 00
Goochland county:		
Adams Express Company.....	\$ 47 00	
Chesapeake and Ohio Railway Company, The.....	886,293 00	
Dover Telephone Company.....	830 00	
Fluvanna and James River Valley Telephone Company.....	885 00	
Goochland Telephone Company.....	603 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	53 00	
Tuckahoe and James River Railroad Company, The.....	8,000 00	
Western Union Telegraph Company.....	1,401 85	
		898,112 85
Gordonsville, town of:		
Adams Express Company.....	\$ 945 00	
Chesapeake and Ohio Railway Company, The.....	25,577 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	570 00	
Western Union Telegraph Company.....	154 05	
		27,246 05
Goshen, town of:		
Adams Express Company.....	\$ 29 00	
Chesapeake and Ohio Railway Company, The.....	11,064 00	
		11,093 00
Graham, town of:		
Appalachian Power Company.....	\$ 6,861 00	
Bluefield Telephone Company.....	700 64	
Norfolk and Western Railway Company.....	99,186 00	
Southern Express Company.....	92 00	
Western Union Telegraph Company.....	450 60	
		107,290 24
Grayson county:		
Appalachian Power Company.....	\$ 238 00	
Grant Telephone Company, The.....	575 00	
Norfolk and Western Railway Company.....	2,290 00	
Virginia Southern Railroad Company.....	38,538 00	
Western Union Telegraph Company.....	109 00	
		41,750 00

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.

Greene county:		
Greene County Mutual Telephone Company, The.....	\$ 2,127 00	\$ 2,127 00
Greensville county:		
Adams Express Company.....	\$ 2 00	
American Telephone and Telegraph Company of Virginia.....	5,412 65	
Atlantic Coast Line Railroad Company.....	309,090 00	
Atlantic and Danville Railway Company, The.....	137,155 00	
Emporia-Hydro Electric Power Corporation, The.....	73,069 00	
Home Telephone and Telegraph Company.....	95 00	
Meherrin Valley Telephone Company, The.....	553 00	
Nottoway-Hydro Electric Company.....	5,865 00	
Postal Telegraph Cable Company.....	3,060 00	
Southern Express Company.....	2 00	
Virginian Railway Company, The.....	173,621 00	
Western Union Telegraph Company.....	3,689 41	
		711,614 06
Grottoes, town of:		
Norfolk and Western Railway Company.....	\$ 15,759 00	
Southern Express Company.....	22 00	
		15,781 00
Halifax county:		
Aarons Creek Telephone Company.....	\$ 36 00	
Atlantic and Danville Railway Company, The.....	208,590 00	
Dan River Telephone Company.....	2,176 90	
Leda Telephone Company.....	1,115 00	
Norfolk and Western Railway Company.....	376,396 00	
Renan Telephone Company.....	125 25	
South Boston Electric Light and Power Company.....	27,337 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	4,191 00	
Southern Express Company.....	22 00	
Southern Railway Company.....	550,635 00	
Staunton River Telephone Company, Inc.....	2,522 00	
Virginia-North Carolina Telephone Company.....	490 00	
West Halifax Telephone Company.....	950 00	
Western Union Telegraph Company.....	10,370 75	
		1,184,956 90
Hamilton, town of:		
Southern Express Company.....	\$ 31 00	
		31 00
Hampton, city of:		
Adams Express Company.....	\$ 232 00	
Chesapeake and Ohio Railway Company, The.....	11,132 00	
Hampton, Phoebus and Fort Monroe Gas Corporation.....	24,444 00	
Hampton Roads Traction Company.....	8,740 00	
Newport News and Old Point Railway and Electric Company.....	144,014 00	
Newport News Light and Water Company.....	25,125 00	
Old Dominion Steamship Company.....	10,000 00	
Postal Telegraph Cable Company.....	40 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	13,537 14	
Western Union Telegraph Company.....	146 40	
		237,410 54
Hanover county:		
Adams Express Company.....	\$ 108 00	
American Telephone and Telegraph Company of Virginia.....	5,651 65	
Ashland Gas, Sewer and Water Company, The.....	2,319 00	
Chesapeake and Ohio Railway Company, The.....	753,209 00	
Citizens Mutual Telephone Company of Louisa.....	145 00	
Hanover Telephone Company.....	2,556 00	
King William Telephone and Telegraph Company, The.....	630 00	
Merchants and Farmers Telephone Company.....	3,725 00	
New Kent Telephone and Telegraph Company.....	606 00	
Postal Telegraph Cable Company.....	3,726 00	
Richmond and Aylett Telephone Company.....	432 00	
Richmond and Chesapeake Bay Railway Company.....	79,920 00	
Richmond, Fredericksburg and Potomac Railroad Company.....	3,000 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	1,582 26	
Western Union Telegraph Company.....	10,200 10	
		867,810 01
Harrisonburg, town of:		
Adams Express Company.....	\$ 250 00	
Chesapeake Western Railway.....	12,050 00	
Chesapeake and Western Railroad Company.....	13,950 00	
Harrisonburg Mutual Telephone Company.....	6,450 00	
Southern Express Company.....	150 00	
Southern Railway Company.....	10,729 00	

**TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.**

Harrisonburg, town of—Continue1.			
United States Express Company.....	\$	198 00	
Valley Railroad Company of Virginia.....		29,925 00	
Western Union Telegraph Company.....		439 55	
			\$ 74,141 55
Haymarket, town of:			
Southern Express Company.....	\$	16 00	
			16 00
Henrico county:			
Adams Express Company.....	\$	29 00	
American Telephone and Telegraph Company of Virginia.....		6,883 35	
Chesapeake and Ohio Railway Company, The.....		882,062 00	
Dover Telephone Company.....		236 00	
Henrico and Charles City Telephone and Telegraph Company.....		2,047 00	
Postal Telegraph Cable Company.....		2,254 00	
Richmond and Chesapeake Bay Railway Company.....		153,877 00	
Richmond, Fredericksburg and Potomac Railroad Company.....		75,000 00	
Richmond and Rappahannock River Railway Company.....		26,526 00	
Seaboard Air Line Railway.....		69,811 00	
Southern Bell Telephone and Telegraph Company of Virginia.....		23,742 58	
Southern Railway Company.....		96,080 00	
Tuckahoe and James River Railroad Company, The.....		38,065 00	
Virginia Railway and Power Company.....		120,627 00	
Western Union Telegraph Company.....		7,226 10	
Westhampton Sewer and Water Company, Inc.....		1,650 00	
			1,506,116 03
Henry county:			
Danville and Western Railway Company.....	\$	241,446 00	
Henry County Telephone Company.....		4,412 00	
Mutual Telephone Company of Henry, Franklin and Pittsylvania Counties, The.....		270 30	
Norfolk and Western Railway Company.....		359,390 00	
Southeastern Telephone Company.....		235 00	
Southern Bell Telephone and Telegraph Company of Virginia.....		649 00	
Southern Express Company.....		31 00	
Virginia Ore and Lumber Company, Inc.....		4,602 00	
Western Union Telegraph Company.....		7,482 45	
			618,517 75
Herndon, town of:			
Falls Church Telephone and Telegraph Company.....	\$	527 00	
Southern Express Company.....		5 00	
Southern Railway Company.....		30,913 00	
Western Union Telegraph Company.....		224 95	
			31,669 95
Highland county:			
Bath County Telephone Company, The.....	\$	534 00	
Highland Mutual Telephone Company.....		3,348 00	
Ronceverte and Elkins Telephone Company.....		1,738 00	
			5,620 00
Highland Park, town of:			
Virginia Railway and Power Company	\$	23,907 00	
			23,907 00
Holland, town of:			
Atlantic and Danville Railway Company, The.....	\$	3,550 00	
Southern Express Company.....		10 00	
Western Union Telegraph Company.....		53 00	
			3,613 00
Honaker, town of:			
Norfolk and Western Railway Company.....	\$	41,446 00	
Southern Express Company.....		33 00	
			41,479 00
Houston, town of:			
Norfolk and Western Railway Company	\$	5,400 00	
Southern Express Company.....		5 00	
West Halifax Telephone Company.....		310 00	
Western Union Telegraph Company.....		68 75	
			5,783 75
Iron Gate, town of:			
Adams Express Company.....	\$	6 00	
American Telephone and Telegraph Company of Virginia.....		235 85	
Chesapeake and Ohio Railway Company, The.....		30,440 00	
Western Union Telegraph Company.....		127 15	
			30,809 00

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.

Isle of Wight county:		
Adams Express Company.....	\$ 4 00	
American Telephone and Telegraph Company of Virginia.....	4,371 00	
Atlantic and Danville Railway Company, The.....	35,330 00	
Home Telephone Company.....	3,157 00	
Norfolk and Western Railway Company.....	177,001 00	
Portsmouth Suburban Water Company.....	1,800 00	
Postal Telegraph Cable Company.....	925 00	
Seaboard Air Line Railway.....	158,699 00	
Smithfield Water Company, The.....	12,718 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	300 00	
Southern Express Company.....	24 00	
Virginian Railway Company, The.....	123,738 00	
Western Union Telegraph Company.....	3,359 62	
		\$ 519,416 62
Ivor, town of:		
Norfolk and Western Railway Company.....	\$ 32,046 00	32,046 00
James City county:		
Adams Express Company.....	\$ 65 00	
Chesapeake and Ohio Railway Company, The.....	494,466 00	
Newport News Light and Water Company.....	891 00	
Peninsula Water Company.....	5,717 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	1,581 00	
Western Union Telegraph Company.....	328 55	
		503,048 55
Jonesville, town of:		
Virginia and Tennessee Telephone Company.....	\$ 562 00	562 00
Kenbridge, town of:		
Adams Express Company.....	\$ 10 00	
Kenbridge Gas and Light Company, The.....	2,207 00	
Virginian Railway Company, The.....	5,881 00	
		8,098 00
Keysville, town of:		
Home Telephone and Telegraph Company.....	\$ 3 00	
Richmond and Mecklenburg Railroad Company.....	5,850 00	
Southern Express Company.....	63 00	
Southern Railway Company.....	22,495 00	
Western Union Telegraph Company.....	412 05	
		28,823 05
King George county:		
Adams Express Company.....	\$ 2 00	
Northern Neck Telegraph and Telephone Company.....	1,210 00	
Potomac and Rappahannock Telephone Company.....	471 00	
		1,683 00
King and Queen county:		
Caroline County Telephone Company, Inc.....	\$ 126 00	
King and Queen and West Point Telephone Company, Inc.....	897 00	
Tappahannock and Indian Neck Telephone Company.....	246 00	
Tidewater Telephone Company, The.....	1,124 00	
Virginia Steam Navigation Company.....	5,250 00	
		7,643 00
King William county:		
King and Queen and West Point Telephone Company, Inc.....	\$ 30 00	
King William Telephone and Telegraph Company, The.....	230 00	
Richmond and Aylett Telephone Company.....	1,080 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	870 00	
Southern Express Company.....	6 00	
Southern Railway Company.....	120,770 00	
Tappahannock and Indian Neck Telephone Company.....	219 00	
Virginia Steam Navigation Company.....	5,250 00	
Western Union Telegraph Company.....	118 45	
		128,573 45
Lancaster county:		
Adams Express Company.....	\$ 43 00	
Baltimore, Chesapeake and Atlantic Railway Company.....	100 00	
Maryland, Delaware and Virginia Railway Company.....	500 00	
Northern Neck Telegraph and Telephone Company.....	1,399 50	
		2,042 50
Lawrenceville, town of:		
Atlantic and Danville Railway Company, The.....	\$ 62,002 00	
Brunswick Mutual Telephone Company, Inc.....	4,000 00	
Saint Paul Normal and Industrial School.....	3,239 00	
Southern Express Company.....	75 00	
Western Union Telegraph Company.....	96 70	
		69,412 70

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.

Lee county:		
Adams Express Company.....	\$ 92 00	
East Tennessee Telephone Company.....	138 00	
Louisville and Nashville Railroad Company.....	1,050,544 00	
Pennington Gap Telephone Company.....	852 00	
Southern Express Company.....	26 00	
Virginia and Southwestern Railway Company.....	188,020 00	
Virginia and Tennessee Telephone Company.....	4,167 00	
Western Union Telegraph Company.....	4,235 54	
		\$ 1,248,074 54
Leesburg, town of:		
Leesburg Electric Company.....	\$ 5,322 00	
Leesburg Telephone Company.....	1,048 00	
Prince William and Loudoun Telegraph and Telephone Company..	30 00	
Southern Express Company.....	154 00	
Southern Railway Company.....	8,918 00	
Western Union Telegraph Company.....	65 05	
		15,537 05
Lexington, town of:		
Adams Express Company.....	\$ 193 00	
Lexington Mutual Telephone Company.....	3,280 00	
Rockbridge Power Corporation.....	4,070 00	
United States Express Company.....	342 00	
Valley Railroad Company of Virginia.....	13,909 00	
Western Union Telegraph Company.....	105 50	
		21,899 50
Loudoun county:		
Falls Church Telephone and Telegraph Company.....	\$ 840 00	
Leesburg Electric Company.....	8,337 00	
Leesburg Telephone Company.....	2,844 75	
Piedmont Telephone Company.....	352 00	
Prince William and Loudoun Telegraph and Telephone Company...	1,091 00	
Snickersville Telephone Company.....	4,305 00	
Southern Express Company.....	74 00	
Southern Railway Company.....	341,482 00	
Western Union Telegraph Company.....	360 00	
		359,685 75
Louisa county:		
Adams Express Company.....	\$ 86 00	
Chesapeake and Ohio Railway Company, The.....	813,099 00	
Citizens Mutual Telephone Company of Louisa.....	800 00	
Fredericks Hall Telephone Company.....	620 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	3,062 60	
Sulphur Mining and Railroad Company.....	18,750 00	
West Green Springs Telephone Company.....	420 00	
Western Union Telegraph Company.....	2,535 75	
		839,373 35
Louisa, town of:		
Adams Express Company.....	\$ 10 00	
Chesapeake and Ohio Railway Company, The.....	13,800 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	2,213 04	
Western Union Telegraph Company.....	111 55	
		16,134 59
Lunenburg county:		
Adams Express Company.....	\$ 35 00	
Home Telephone and Telegraph Company.....	179 00	
Lunenburg Telephone Company, Inc.....	2,512 00	
Norfolk and Western Railway Company.....	7,600 00	
Ontario Telephone Company, The.....	157 50	
Richmond and Mecklenburg Railroad Company.....	25,340 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	261 00	
Southern Express Company.....	6 00	
Southern Railway Company.....	59,395 00	
Virginian Railway Company, The.....	394,278 00	
Western Union Telegraph Company.....	1,002 51	
		490,766 01
Luray, town of:		
Norfolk and Western Railway Company.....	\$ 20,226 00	
Page County Farmers Mutual Telephone Company.....	865 00	
Shenandoah River Light and Power Company.....	2,676 00	
Southern Express Company.....	157 00	
Western Union Telegraph Company.....	103 65	
		24,027 65

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.

Lynchburg, city of:		
American Telephone and Telegraph Company of Virginia.....	\$ 8,831 00	
Chesapeake and Ohio Railway Company, The.....	345,827 00	
Lynchburg Traction and Light Company.....	683,668 00	
Norfolk and Western Railway Company.....	265,922 00	
Postal Telegraph Cable Company.....	915 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	88,109 63	
Southern Express Company.....	5,241 00	
Southern Railway Company.....	242,865 00	
Western Union Telegraph Company.....	4,048 48	
		\$ 1,645,425 16
Madison county:		
Criglersville Mutual Telephone Company.....	\$ 350 00	
Culpeper Telephone Company, The.....	2,345 00	
Greene County Mutual Telephone Company, The.....	90 00	
Madison Telephone Company.....	728 00	
		3,513 00
Manassas, town of:		
Southern Express Company.....	\$ 94 00	
Southern Railway Company.....	19,159 00	
Western Union Telegraph Company.....	286 95	
		19,539 95
Marion, town of:		
Appalachian Power Company.....	\$ 4,020 00	
Marion and Rye Valley Railway Company.....	41,367 00	
Norfolk and Western Railway Company.....	47,924 00	
Smyth County Telephone Exchange, The.....	2,623 52	
Southern Express Company.....	154 00	
Virginia and Tennessee Telephone Company.....	36 00	
Western Union Telegraph Company.....	356 80	
		96,481 32
Martinsville, town of:		
Danville and Western Railway Company.....	\$ 11,150 00	
Norfolk and Western Railway Company.....	22,598 00	
Southern Express Company.....	186 00	
Western Union Telegraph Company.....	154 85	
		34,088 85
Mathews county:		
Adams Express Company.....	\$ 38 00	
Baltimore, Chesapeake and Atlantic Railway Company.....	1,700 00	
Tidewater Telephone Company, The.....	2,974 00	
		4,712 00
Mecklenburg county:		
Aarons Creek Telephone Company.....	\$ 322 00	
Atlantic and Danville Railway Company, The.....	397,996 00	
Farmers and Merchants Telephone Company.....	708 00	
Home Telephone and Telegraph Company.....	1,695 00	
Richmond and Mecklenburg Railroad Company.....	168,915 00	
Seaboard Air Line Railway.....	302,218 00	
South Hill Telephone Company.....	672 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	460 00	
Southern Express Company.....	116 00	
Southern Railway Company.....	59,360 00	
Western Union Telegraph Company.....	6,507 75	
Wylliesburg Telephone Company.....	298 00	
		989,267 75
Middlesex county:		
Adams Express Company.....	\$ 30 00	
Baltimore, Chesapeake and Atlantic Railway Company.....	1,200 00	
Maryland, Delaware and Virginia Railway Company.....	2,400 00	
Tidewater Telephone Company, The.....	3,415 00	
		7,045 00
Milford, town of:		
Adams Express Company.....	\$ 40 00	
		40 00
Mineral, town of:		
Adams Express Company.....	\$ 17 00	
Chesapeake and Ohio Railway Company, The.....	16,950 00	
Western Union Telegraph Company.....	130 75	
		17,097 75

**TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.**

Montgomery county:		
Adams Express Company.....	\$ 24 00	
Appalachian Power Company.....	12,888 00	
Christiansburg Electrical Company.....	12,772 00	
Dominion Power Company.....	450 00	
Floyd-Montgomery Mutual Telephone Company.....	786 00	
Floyd Telephone Company.....	195 00	
Little River Mutual Telephone Corporation.....	1,055 00	
Norfolk and Western Railway Company.....	889,753 00	
North Fork and Bradshaw Telephone Corporation.....	358 25	
North Fork Telephone Company, The.....	375 00	
Radford Water-Power Company.....	6,164 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	145 00	
Southern Express Company.....	34 00	
Virginia and Tennessee Telephone Company.....	2,134 00	
Virginian Railway Company, The.....	540,810 00	
Western Union Telegraph Company.....	6,658 70	
		\$ 1,474,601 95
Mount Jackson, town of:		
Southern Express Company.....	\$ 91 00	
Southern Railway Company.....	15,700 00	
Western Union Telegraph Company.....	77 30	
		15,868 30
Nansemond county:		
Adams Express Company.....	\$ 2 00	
American Telephone and Telegraph Company of Virginia.....	9,514 70	
Atlantic Coast Line Railroad Company.....	556,765 00	
Atlantic and Danville Railway Company, The.....	253,355 00	
Home Telephone Company.....	1,377 00	
Norfolk Southern Railroad Company.....	71,840 00	
Norfolk and Western Railway Company.....	377,831 00	
Postal Telegraph Cable Company.....	1,171 00	
Portsmouth, Berkley and Suffolk Water Company.....	165,476 00	
Portsmouth Suburban Water Company.....	155,313 00	
Seaboard Air Line Railway.....	352,239 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	6,520 00	
Southern Express Company.....	18 00	
Virginian Railway Company, The.....	248,455 00	
Western Union Telegraph Company.....	10,968 33	
		2,210,845 03
Narrows, town of:		
New River, Holston and Western Railroad Company.....	\$ 15,508 00	
Norfolk and Western Railway Company.....	26,707 00	
Southern Express Company.....	5 00	
Western Union Telegraph Company.....	139 20	
		42,359 20
Nelson county:		
Adams Express Company.....	\$ 32 00	
American Telephone and Telegraph Company of Virginia.....	6,950 90	
Central Telephone Company of Nelson County, Virginia.....	1,700 88	
Chesapeake and Ohio Railway Company, The.....	760,072 00	
Dickie, James, Telephone Company.....	715 00	
Nelson and Albemarle Railway Company.....	25,362 00	
Postal Telegraph Cable Company.....	2,970 00	
Rockfish Telephone Company.....	1,661 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	145 00	
Southern Express Company.....	152 00	
Southern Railway Company.....	402,350 00	
Spottswood Telephone Company.....	90 00	
Western Union Telegraph Company.....	9,026 97	
		1,211,227 75
New Castle, town of:		
Adams Express Company.....	\$ 10 00	
		10 00
New Kent county:		
Adams Express Company.....	\$ 58 00	
Chesapeake and Ohio Railway Company, The.....	370,387 00	
New Kent Telephone and Telegraph Company.....	2,568 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	2,668 00	
Southern Express Company.....	4 00	
Southern Railway Company.....	108,570 00	
Western Union Telegraph Company.....	291 00	
		494,516 00

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.

New Market, town of:		
Southern Express Company.....	\$ 56 00	
Western Union Telegraph Company.....	19 35	
		\$ 75 35
Newport News, city of:		
Adams Express Company.....	\$ 3,110 00	
Chesapeake and Ohio Railway Company, The.....	681,765 00	
Citizens Railway Light and Power Company.....	135,564 00	
Newport News Gas Company.....	79,272 00	
Newport News Light and Water Company.....	118,192 00	
Newport News and Old Point Railway and Electric Company.....	117,400 00	
Postal Telegraph Cable Company.....	35 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	32,969 96	
Western Union Telegraph Company.....	228 00	
		1,168,535 96
Norfolk, city of:		
Adams Express Company.....	\$ 3,225 00	
American Telephone and Telegraph Company of Virginia.....	955 90	
Atlantic Coast Line Railroad Company.....	30,600 00	
Baltimore Steam Packet Company.....	181,400 00	
Bennett's North Carolina Line.....	600 00	
City Gas Company of Norfolk.....	321,931 00	
Clyde Steamship Company.....	81,800 00	
Elizabeth City and Norfolk Telegraph Company.....	18 00	
Elizabeth River and Hampton Roads Ferry Company.....	2,500 00	
Merchants and Miners Transportation Company.....	232,000 00	
New York, Philadelphia and Norfolk Railroad Company.....	101,196 00	
Norfolk City and Suburban Railway Company.....	2,760 00	
Norfolk County Water Company.....	62,286 00	
Norfolk and Ocean View Railway Company.....	78,000 00	
Norfolk and Petersburg Transportation Company.....	18,800 00	
Norfolk Railway and Light Company.....	757,519 00	
Norfolk Southern Railroad Company.....	660,895 00	
Norfolk Terminal Railway Company.....	322,974 00	
Norfolk and Washington, D. C. Steamboat Company.....	300,000 00	
Norfolk and Western Railway Company.....	1,032,796 00	
Norfolk, York River and Tidewater Steamboat Company.....	4,500 00	
Old Dominion Steamship Company.....	246,000 00	
Peoples Navigation Company, The.....	25,000 00	
Postal Telegraph Company.....	2,148 00	
Portsmouth Berkeley and Suffolk Water Company.....	68,028 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	303,887 84	
Southern Express Company.....	7,536 00	
Southern Railway Company.....	135,000 00	
United States Express Company.....	1,600 00	
Virginia Railway and Power Company.....	627,799 00	
Virginian Railway Company, The.....	2,223,258 00	
West Shore Navigation Company.....	19,300 00	
Western Union Telegraph Company.....	2,651 35	
		7,858,964 09
Norfolk county:		
American Telephone and Telegraph Company of Virginia.....	\$ 6,085 00	
Atlantic Coast Line Railroad Company.....	357,240 00	
Atlantic and Danville Railway Company, The.....	467,009 00	
Bennett's North Carolina Line.....	150 00	
Chesapeake and Albemarle Canal Company.....	114,750 00	
City Gas Company of Norfolk.....	8,299 00	
Dismal Swamp Railroad Company.....	22,375 00	
Elizabeth River and Hampton Roads Ferry Company.....	2,000 00	
Home Telephone Company.....	192 00	
Lake Drummond Canal and Water Company.....	172,522 00	
New York, Philadelphia and Norfolk Railroad Company.....	49,949 00	
Norfolk City and Suburban Railway Company.....	47,250 00	
Norfolk County Water Company.....	81,740 00	
Norfolk and Ocean View Railway Company.....	51,750 00	
Norfolk and Portsmouth Belt Line Railroad Company.....	273,206 00	
Norfolk Railway and Light Company.....	261,180 00	
Norfolk Southern Railroad Company.....	354,906 00	
Norfolk and Western Railway Company.....	458,202 00	
Planters Telephone Company, The.....	235 00	
Portsmouth, Berkeley and Suffolk Water Company.....	129,119 00	
Portsmouth and Cornland Telephone Company.....	960 00	
Portsmouth Gas Company.....	9,181 00	
Portsmouth Suburban Water Company.....	103,758 00	
Postal Telegraph Cable Company.....	3,358 80	
Seaboard Air Line Railway.....	622,650 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	30,429 68	

**TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.**

Norfolk county—Continued.		
Southern Express Company.....	\$ 19 00	
Southern Railway Company.....	270,921 00	
Virginia Railway and Power Company.....	417,279 00	
Virginian Railway Company, The.....	384,344 00	
Virginian Terminal Railway Company, The.....	260,780 00	
Western Union Telegraph Company.....	10,048 53	
		\$ 4,971,888 01
Northampton county:		
Adams Express Company.....	\$ 105 00	
Baltimore, Chesapeake and Atlantic Railway Company.....	2,372 00	
Cape Charles Railroad Company.....	60,651 00	
Diamond State Telephone Company of Virginia, The.....	5,496 24	
New York, Philadelphia and Norfolk Railroad Company.....	1,656,106 00	
Western Union Telegraph Company.....	1,439 00	
		1,726,169 24
North Tazewell, town of:		
Bluefield Telephone Company.....	\$ 258 00	
Norfolk and Western Railway Company.....	22,350 00	
Tazewell Electric Light and Power Company.....	441 00	
Tazewell Street Railway Company.....	960 00	
Western Union Telegraph Company.....	130 35	
		24,139 35
Northumberland county:		
Adams Express Company.....	\$ 32 00	
Baltimore, Chesapeake and Atlantic Railway Company.....	1,500 00	
Northern Neck Telegraph and Telephone Company.....	3,560 00	
		5,092 00
Norton, town of:		
Adams Express Company.....	\$ 40 00	
Interstate Railroad Company.....	2,024 00	
Louisville and Nashville Railroad Company.....	14,133 00	
Norfolk and Western Railway Company.....	51,540 00	
Norton Light and Power Company, Inc.....	12,941 00	
Norton Water Company.....	23,413 00	
Southern Express Company.....	104 00	
Virginia and Tennessee Telephone Company.....	3,068 00	
Western Union Telegraph Company.....	173 05	
		107,436 05
Nottoway county:		
American Telephone and Telegraph Company of Virginia.....	\$ 6,957 05	
Blackstone Telephone Company.....	5,781 50	
Lunenburg Telephone Company, Inc.....	155 00	
Norfolk and Western Railway Company.....	655,846 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	801 40	
Southern Express Company.....	4 00	
Southern Railway Company.....	138,075 00	
Southside Telephone Company.....	45 00	
Western Union Telegraph Company.....	3,171 19	
Wilson Saw Mill Company, Inc.....	11,580 00	
		822,416 14
Occoquan, town of:		
Adams Express Company.....	\$ 22 00	
Postal Telegraph Cable Company.....	182 50	
		204 50
Onancock, town of:		
Diamond State Telephone Company of Virginia, The.....	\$ 2,377 18	
		2,377 18
Orange county:		
Adams Express Company.....	\$ 12 00	
American Telephone and Telegraph Company of Virginia.....	6,830 70	
Chesapeake and Ohio Railway Company, The.....	188,729 00	
Culpeper Telephone Company, The.....	1,457 00	
Fredericksburg and Wilderness Telephone Company, The.....	204 00	
Greene County Mutual Telephone Company, The.....	75 00	
Orange Telephone Company.....	3,430 00	
Postal Telegraph Cable Company.....	2,812 50	
Potomac, Fredericksburg and Piedmont Railroad Company.....	46,992 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	803 00	
Southern Express Company.....	54 00	
Southern Railway Company.....	434,125 00	
Spotsylvania Telephone Company.....	74 00	
Western Union Telegraph Company.....	7,756 80	
		693,355 00

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.

Orange, town of:		
American Telephone and Telegraph Company of Virginia.....	\$ 39 95	
Chesapeake and Ohio Railway Company, The.....	3,600 00	
Culpeper Telephone Company, The.....	1,075 00	
Madison Telephone Company.....	115 00	
Postal Telegraph Cable Company.....	43 75	
Southern Express Company.....	94 00	
Southern Railway Company.....	21,635 00	
Western Union Telegraph Company.....	376 40	
		\$ 26,979 10
Page county:		
Elkton and Shenandoah Mutual Telephone Company.....	\$ 72 00	
Norfolk and Western Railway Company.....	479,420 00	
Page County Farmers Mutual Telephone Company.....	3,455 00	
Shenandoah River Light and Power Company.....	14,835 00	
Southern Express Company.....	84 00	
Western Union Telegraph Company.....	2,214 56	
		500,080 56
Pamplin, town of:		
Norfolk and Western Railway Company.....	\$ 20,694 00	
Southern Express Company.....	21 00	
		20,715 00
Parksley, town of:		
Adams Express Company.....	\$ 42 00	
		42 00
Patrick county:		
Ballard Telephone Company, Inc.....	\$ 220 00	
Buffalo Ridge Telephone Company, Inc.....	488 00	
Danville and Western Railway Company.....	114,097 00	
Laurel Fork Telephone Company.....	599 00	
Mount Airy and Eastern Railway Company.....	32,006 00	
Patrick County Telephone Company, Inc., The.....	1,319 00	
Southern Express Company.....	8 00	
Stuart and Laurel Fork Telephone Company, Inc.....	1,064 00	
Three Fork Telephone Company.....	3,612 00	
Virginia Ore and Lumber Company, Inc.....	16,770 00	
Western Union Telegraph Company.....	159 90	
		170,342 90
Pearlsburg, town of:		
Southern Express Company.....	\$ 5 00	
		5 00
Pennington Gap, town of:		
Louisville and Nashville Railroad Company.....	\$ 20,848 00	
Pennington Gap Telephone Company.....	148 00	
Virginia and Tennessee Telephone Company.....	435 00	
Western Union Telegraph Company.....	96 70	
		21,527 70
Petersburg, city of:		
American Telephone and Telegraph Company of Virginia.....	\$ 3,444 75	
Atlantic Coast Line Railroad Company.....	1,114,399 00	
Furman Line.....	4,000 00	
Norfolk and Western Railway Company.....	101,908 00	
Petersburg Aqueduct Company.....	6,950 00	
Petersburg Gas Company, The.....	145,803 00	
Petersburg Telephone Company.....	68,437 30	
Postal Telegraph Cable Company.....	800 00	
Seaboard Air Line Railway.....	546,261 00	
Southern Express Company.....	8,953 00	
Upper Appomattox Company.....	91,100 00	
Virginia Railway and Power Company.....	158,776 00	
Western Union Telegraph Company.....	983 05	
		2,249,815 10
Phoebus, town of:		
Chesapeake and Ohio Railway Company, The.....	\$ 18,645 00	
Hampton, Phoebus and Fort Monroe Gas Corporation.....	6,490 00	
Newport News Light and Water Company.....	10,575 00	
Newport News and Old Point Railway and Electric Company.....	35,380 00	
Postal Telegraph Cable Company.....	20 60	
Southern Bell Telephone and Telegraph Company of Virginia.....	2,335 84	
Western Union Telegraph Company.....	60 90	
		73,507 34

**TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.**

Pittsylvania county:		
American Telephone and Telegraph Company of Virginia.....	\$ 20,080 50	
Atlantic and Danville Railway Company, The.....	31,860 00	
Climax Telephone Company, The.....	1,504 00	
Danville Traction and Power Company.....	4,080 00	
Danville Water Power Company.....	15,300 00	
Danville and Western Railway Company.....	141,683 00	
Elba Telephone Company.....	2,308 50	
Franklin and Pittsylvania Railroad Company.....	58,450 00	
Henry County Telephone Company.....	159 00	
Leda Telephone Company.....	130 00	
Pittsylvania-Caswell Telephone Company, Inc., The.....	111 00	
Postal Telegraph Cable Company.....	6,514 50	
Renan Telephone Company.....	1,129 50	
Southern Bell Telephone and Telegraph Company of Virginia.....	3,817 50	
Southern Express Company.....	122 00	
Southern Railway Company.....	1,156,708 00	
Virginian Railway Company, The.....	79,084 00	
West Halifax Telephone Company.....	342 00	
Western Union Telegraph Company.....	21,181 76	
		\$ 1,544,568 26
Pocahontas, town of:		
Appalachian Power Company.....	\$ 2,769 00	
Bluefield Telephone Company.....	610 50	
Norfolk and Western Railway Company.....	37,945 00	
Southern Express Company.....	200 00	
Western Union Telegraph Company.....	223 15	
		41,747 65
Portsmouth, city of:		
Atlantic Coast Line Railroad Company.....	\$ 60,000 00	
Atlantic and Danville Railway Company, The.....	6,900 00	
Norfolk and Portsmouth Belt Line Railroad Company.....	3,960 00	
Portsmouth, Berkley and Suffolk Water Company.....	152,846 00	
Portsmouth Gas Company.....	116,154 00	
Portsmouth Suburban Water Company.....	31,062 00	
Postal Telegraph Cable Company.....	255 00	
Seaboard Air Line Railway.....	600,280 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	70,665 15	
Southern Express Company.....	2,609 00	
Southern Railway Company.....	25,000 00	
United States Express Company.....	100 00	
Virginia Railway and Power Company.....	222,866 00	
Western Union Telegraph Company.....	691 78	
		1,293,388 93
Potomac, town of:		
Alexandria Water Company.....	\$ 9,146 00	
American Telephone and Telegraph Company of Virginia.....	1,226 25	
Southern Railway Company.....	7,880 00	
		18,252 25
Powhatan county:		
Amelia and Powhatan Telephone Company, The.....	\$ 75 00	
Dorset Mutual Telephone Company.....	444 00	
Fluvanna and James River Valley Telephone Company.....	2,017 00	
Goochland Telephone Company.....	35 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	426 60	
Southern Express Company.....	10 00	
Southern Railway Company.....	94,675 00	
Tidewater and Western Railroad Company.....	55,764 00	
Western Union Telegraph Company.....	1,238 21	
		154,684 81
Prince Edward county:		
Adams Express Company.....	\$ 2 00	
American Telephone and Telegraph Company of Virginia.....	7,801 90	
Central Telephone Company.....	145 00	
Norfolk and Western Railway Company.....	508,179 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	625 80	
Southern Express Company.....	8 00	
Southern Railway Company.....	146,145 00	
Southside Telephone Company.....	925 00	
Tidewater and Western Railroad Company.....	1,665 00	
Virginian Railway Company, The.....	130,329 00	
Western Union Telegraph Company.....	4,683 99	
		800,510 19

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.**Prince George county:**

Adams Express Company.....	\$	2 00	
American Telephone and Telegraph Company of Virginia.....		8,266 65	
Atlantic Coast Line Railroad Company.....		49,600 00	
Baltimore Steam Packet Company.....		2,000 00	
Disputanta Telephone Company, Inc.....		2,196 00	
Norfolk and Western Railway Company.....		423,331 00	
Petersburg Telephone Company.....		1,359 00	
Postal Telegraph Cable Company.....		1,410 00	
Southern Express Company.....		29 00	
Tri-County Telephone Company.....		1,152 00	
Virginia Railway and Power Company.....		2,500 00	
Western Union Telegraph Company.....		3,829 25	
	\$		495,674 90

Prince William county:

Adams Express Company.....	\$	30 00	
American Telephone and Telegraph Company of Virginia.....		12,006 70	
Bull Run Telephone Company, Inc., The.....		244 09	
Cedar Run Mutual Telephone Company.....		742 00	
Farmers Mutual Telephone Company of Prince William County, Virginia.....		988 00	
Lorton Telephone Company, Inc.....		101 00	
Mazamas and Dumfries Telephone Company, The.....		792 00	
Nokesville, Greenwich and Buckland Telephone Company, The.....		329 00	
Postal Telegraph Cable Company.....		7,038 00	
Potomac Railroad Company.....		33,000 00	
Prince William and Loudoun Telegraph and Telephone Company...		397 00	
Southern Bell Telephone and Telegraph Company of Virginia.....		1,208 00	
Southern Express Company.....		28 00	
Southern Railway Company.....		583,325 00	
Washington Southern Railway Company.....		371,290 00	
Western Union Telegraph Company.....		13,475 36	
			1,024,997 06

Princes Anne county:

Back Bay Telephone Company, The.....	\$	1,279 00	
Bennett's North Carolina Line.....		150 00	
Norfolk County Water Company.....		63,116 00	
Norfolk Southern Railroad Company.....		484,603 00	
Southern Bell Telephone and Telegraph Company of Virginia.....		2,730 00	
Southern Express Company.....		4 00	
			552,182 00

Pulaski county:

Appalachian Power Company.....	\$	16,896 00	
Hillsville Telephone Company, The.....		111 00	
Laurel Fork Telephone Company.....		161 00	
Little River Mutual Telephone Corporation.....		125 00	
Norfolk and Western Railway Company.....		603,110 00	
Radford Water-Power Company.....		16,896 00	
Reed Island Mutual Telephone Company.....		925 00	
Rustin Railroad Company.....		5,520 00	
Southern Bell Telephone and Telegraph Company of Virginia.....		500 00	
Southern Express Company.....		23 00	
Virginia and Tennessee Telephone Company.....		1,751 00	
Western Union Telegraph Company.....		5,514 25	
			651,532 25

Pulaski, town of:

Appalachian Power Company.....	\$	12,701 00	
Norfolk and Western Railway Company.....		94,855 00	
Southern Express Company.....		359 00	
Virginia and Tennessee Telephone Company.....		5,970 00	
Western Union Telegraph Company.....		750 85	
			114,635 85

Purcellville, town of:

Loudoun Light and Power Company, The.....	\$	2,100 00	
Southern Express Company.....		51 00	
Southern Railway Company.....		8,316 00	
Western Union Telegraph Company.....		21 30	
			10,488 30

Radford, city of:

Norfolk and Western Railway Company.....	\$	125,124 00	
Radford Water-Power Company.....		53,786 00	
Southern Bell Telephone and Telegraph Company of Virginia.....		22 50	
Southern Express Company.....		91 00	
Virginia and Tennessee Telephone Company.....		4,240 00	
Western Union Telegraph Company.....		217 05	
			183,480 55

**TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.**

Rappahannock county:		
Culpeper Telephone Company, The.....	\$ 1,679 00	
Page County Farmers' Mutual Telephone Company.....	80 00	
Royal Telephone Company.....	675 00	
Warrenton Telephone Exchange.....	95 00	
		\$ 2,529 00
Remington, town of:		
American Telephone and Telegraph Company of Virginia.....	\$ 348 35	
Postal Telegraph Cable Company.....	87 50	
Southern Express Company.....	26 00	
Southern Railway Company.....	13,235 00	
Western Union Telegraph Company.....	587 65	
		14,284 50
Richlands, town of:		
Bluefield Telephone Company.....	\$ 2,466 00	
Norfolk and Western Railway Company.....	36,339 00	
Southern Express Company.....	5 00	
Western Union Telegraph Company.....	181 40	
		38,991 40
Richmond, city of:		
American Telephone and Telegraph Company of Virginia.....	\$ 8,364 00	
Atlantic Coast Line Railroad Company.....	209,010 00	
Chesapeake and Ohio Railway Company, The.....	8,675,272 00	
Manchester Light, Heat and Power Company.....	11,250 00	
Old Dominion Steamship Company.....	233,252 00	
Postal Telegraph Cable Company.....	3,155 00	
Richmond and Chesapeake Bay Railway Company.....	69,395 00	
Richmond, Fredericksburg and Potomac Railroad Company.....	16,693 00	
Richmond, Fredericksburg and Potomac and Richmond and Peters- burg Railroad Connection Company.....	73,480 00	
Richmond and Henrico Railway Company.....	456,685 00	
Richmond and Rappahannock River Railway Company.....	17,130 00	
Seaboard Air Line Railway.....	171,973 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	645,460 56	
Southern Express Company.....	27,403 00	
Southern Railway Company.....	3,503,082 00	
Tidewater and Western Railroad Company.....	300 00	
Virginia Navigation Company.....	60,000 00	
Virginia Railway and Power Company.....	3,141,604 00	
Western Union Telegraph Company.....	8,013 52	
		17,331,522 08
Richmond county:		
Adams Express Company.....	\$ 27 00	
Maryland, Delaware and Virginia Railway Company.....	1,000 00	
Northern Neck Telegraph and Telephone Company.....	2,199 00	
		3,226 00
Ridgeway, town of:		
Norfolk and Western Railway Company.....	\$ 14,051 00	
Southern Express Company.....	5 00	
Western Union Telegraph Company.....	43 05	
		14,099 05
River Crossings and Submarine Cables:		
Postal Telegraph Cable Company.....	\$ 18,312 00	
		18,312 00
Roanoke, city of:		
Adams Express Company.....	\$ 915 00	
Appalachian Power Company.....	5,000 00	
Norfolk and Western Railway Company.....	14,551,468 00	
Postal Telegraph Cable Company.....	1,110 00	
Roanoke Gas Light Company.....	123,690 00	
Roanoke Railway and Electric Company.....	597,135 00	
Roanoke Water Company.....	117,326 00	
Southern Express Company.....	2,868 00	
Vinton-Roanoke Water Company.....	17,415 00	
Virginia and Tennessee Telephone Company.....	97,591 00	
Virginian Railway Company, The.....	85,582 00	
Western Union Telegraph Company.....	839 28	
		15,600,939 28
Roanoke county:		
Bent Mountain Telephone Company, Inc.....	\$ 464 00	
Fruit Growers Telephone Corporation.....	675 00	
Mill Mountain Incline, Inc.....	23,822 00	
Mutual Telephone Company of Franklin and Roanoke Counties, The.....	390 00	
Norfolk and Western Railway Company.....	733,301 00	
North Fork and Bradshaw Telephone Corporation.....	33 75	

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.**Roanoke county—Continued.**

Postal Telegraph Cable Company.....	\$	1,980 00	
Roanoke and Bedford County Telephone and Telegraph Corporation.....		1,200 00	
Roanoke and Botetourt Telephone Company.....		667 00	
Roanoke County Telephone Company, The.....		120 00	
Roanoke Railway and Electric Company.....		139,365 00	
Roanoke Water Company.....		103,379 00	
Rural Power Company, Inc.....		600 00	
Southern Bell Telephone and Telegraph Company of Virginia.....		501 00	
Southern Express Company.....		8 00	
Valley Railroad Company of Virginia.....		500 00	
Vinton-Roanoke Water Company.....		15,072 00	
Virginia and Tennessee Telephone Company.....		4,046 00	
Virginian Railway Company, The.....		308,040 00	
Western Union Telegraph Company.....		6,572 42	
			\$ 1,340,826 17

Rockbridge county:

Adams Express Company.....	\$	42 00	
American Telephone and Telegraph Company of Virginia.....		2,430 05	
Bath County Telephone Company, The.....		108 00	
Buena Vista Light and Power Company.....		1,184 00	
Chesapeake and Ohio Railway Company, The.....		450,017 00	
Craigsville and Bells Valley Mutual Telephone Company, The.....		100 00	
Lexington Mutual Telephone Company.....		810 00	
Norfolk and Western Railway Company.....		529,283 00	
Rockbridge Power Corporation.....		29,605 00	
Rockbridge Telephone Company.....		225 00	
Southern Bell Telephone and Telegraph Company of Virginia.....		1,774 00	
Southern Express Company.....		65 00	
Spottswode Telephone Company.....		2,441 00	
United States Express Company.....		27 00	
Valley Railroad Company of Virginia.....		133,336 00	
Western Union Telegraph Company.....		5,127 90	
			1,156,574 95

Rockingham county:

Adams Express Company.....	\$	53 00	
Ashby and Lee Telephone Company of Shenandoah County, Va....		45 00	
Chesapeake and Western Railroad Company.....		123,975 00	
Chesapeake Western Railway.....		24,500 00	
Dovesville Mutual Telephone Company, The.....		1,090 00	
Elkton and Shenandoah Mutual Telephone Company.....		240 00	
Farmers Mutual Telephone Company.....		806 00	
Farmer's Mutual Telephone System of Shenandoah County.....		162 00	
Harrisonburg Mutual Telephone Company.....		632 00	
Mayland Switch Board Company, Inc., The.....		1,454 00	
Norfolk and Western Railway Company.....		308,154 00	
North River Electric Company, The.....		9,368 00	
Plains District Mutual Telephone Company, Inc.....		942 00	
Rockingham Mutual Telephone and Telegraph Company.....		13,416 00	
Southern Bell Telephone and Telegraph Company of Virginia.....		2,753 00	
Southern Express Company.....		17 00	
Southern Railway Company.....		245,270 00	
Stonewall Telephone Company, Inc.....		663 00	
United States Express Company.....		5 00	
Valley Railroad Company of Virginia.....		80,119 00	
Western Union Telegraph Company.....		5,210 00	
Weyers Cave Telephone Exchange.....		282 00	
			819,158 00

Rocky Mount, town of:

Franklin County Telephone Company.....	\$	685 00	
Franklin and Pittsylvania Railroad Company.....		15,095 00	
Light and Power Company of Rocky Mount.....		2,730 00	
Norfolk and Western Railway Company.....		12,568 00	
Southern Express Company.....		49 00	
Western Union Telegraph Company.....		121 15	
			31,248 15

Round Hill, town of:

Southern Express Company.....	\$	27 00	
Southern Railway Company.....		6,029 00	
Western Union Telegraph Company.....		48 90	
			6,104 90

Rural Retreat, town of:

Norfolk and Western Railway Company.....	\$	20,592 00	
Virginia and Tennessee Telephone Company.....		98 00	
			20,690 00

**TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.**

Russell county:		
Carolina, Clinchfield and Ohio Railway.....	\$ 292,702 00	
Dungannon and Nickelsville Telephone Company, The.....	140 00	
Homer and Lebanon Telephone Company.....	514 00	
Lebanon Telephone Company, The.....	123 00	
McFadden Telephone Company, Inc., The.....	1,036 00	
Nickolsville and Russell Telephone Company.....	254 00	
Norfolk and Western Railway Company.....	528,906 00	
Russell-Mendota Telephone Company, The.....	1,497 00	
Southern Express Company.....	105 00	
Virginia and Tennessee Telephone Company.....	514 00	
Western Union Telegraph Company.....	2,523 55	
		\$ 828,314 55
Rustburg, town of:		
Southern Express Company.....	\$ 5 00	5 00
Salem, town of:		
Adams Express Company.....	\$ 98 00	
Norfolk and Western Railway Company.....	94,338 00	
Roanoke Railway and Electric Company.....	18,076 00	
Southern Express Company.....	68 00	
Valley Railroad Company of Virginia.....	1,175 00	
Virginia and Tennessee Telephone Company.....	5,245 00	
Virginian Railway Company, The.....	41,084 00	
Western Union Telegraph Company.....	191 30	
		160,275 30
Saltville, town of:		
Norfolk and Western Railway Company.....	\$ 13,855 00	
Smyth County Telephone Exchange, The.....	24 00	
Southern Express Company.....	5 00	
Western Union Telegraph Company.....	303 45	
		14,187 45
Scott county:		
Carolina, Clinchfield and Ohio Railway.....	\$ 579,625 00	
Copper Creek Telephone Company.....	1,796 00	
Dungannon and Nickelsville Telephone Company, The.....	735 00	
East Tennessee Telephone Company.....	161 00	
Estillville Water Company.....	1,595 00	
Gate City Telephone Company.....	1,386 00	
Nickolsville and Russell Telephone Company.....	310 00	
Southern Express Company.....	17 00	
Virginia and Southwestern Railway Company.....	497,335 00	
Western Union Telegraph Company.....	2,991 80	
		1,085,951 80
Scottsville, town of:		
Adams Express Company.....	\$ 25 00	
Chesapeake and Ohio Railway Company, The.....	14,801 00	
Western Union Telegraph Company.....	57 70	
		14,883 70
Shenandoah county:		
American Union Telegraph Company of Virginia, Inc.....	\$ 45 00	
Ashby and Lee Telephone Company of Shenandoah County, Va....	2,135 00	
Farmer's Mutual Telephone System of Shenandoah County.....	7,201 00	
Frederick Telephone Company.....	174 00	
Independent Mutual Telephone Company.....	11 25	
Maurertown Mutual Telephone Company.....	503 00	
Mt. Olive and St. Luke Telephone Company.....	637 00	
Opcquon Telephone Company.....	180 00	
Rock Spring Electric Company.....	2,732 00	
Rockingham Mutual Telephone and Telegraph Company.....	240 00	
Shenandoah Iron and Coal Company, Inc.....	6,195 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	1,913 00	
Southern Express Company.....	97 00	
Southern Railway Company.....	467,020 00	
United States Express Company.....	120 00	
Valley Light and Power Company.....	12,870 00	
Western Union Telegraph Company.....	5,204 41	
Winchester and Strasburg Railroad Company.....	64,737 00	
		572,014 66
Shenandoah, town of:		
Norfolk and Western Railway Company.....	\$ 70,171 00	
Page County Farmers Mutual Telephone Company.....	428 00	
Southern Express Company.....	10 00	
Western Union Telegraph Company.....	248 05	
		70,857 05

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.**Smithfield, town of:**

Adams Express Company.....	\$	10 00	
Home Telephone Company.....		1,150 00	
Old Dominion Steamship Company.....		99,000 00	
Smithfield Water Company, The.....		5,218 00	
			\$ 105,378 00

Smyth county:

Bristol Telephone Company, The.....	\$	75 00	
Broadford Telephone Company, Inc.....		982 00	
Loves Mill Telephone Company, Inc.....		105 00	
Marion and Rye Valley Railway Company.....		87,784 00	
Mathieson Alkali Works, The.....		27,380 00	
Norfolk and Western Railway Company.....		446,263 00	
Rural Retreat Mutual Telephone Company.....		411 00	
Smyth County Telephone Exchange, The.....		2,430 00	
Southern Express Company.....		41 00	
Southern Gypsum Company, Inc.....		16,225 00	
Virginia Southern Railroad Company.....		30,090 00	
Virginia and Tennessee Telephone Company.....		1,281 00	
Western Union Telegraph Company.....		3,082 03	
			616,149 03

Southampton county:

Adams Express Company.....	\$	65 00	
American Telephone and Telegraph Company of Virginia.....		4,133 85	
Atlantic and Danville Railway Company, The.....		274,066 00	
Courtland and Burdette Telephone Company, Inc.....		1,060 00	
Courtland-Emporia Telephone Company.....		667 50	
Courtland and Waverly Telephone Company, The.....		595 00	
Home Telephone Company.....		75 00	
Norfolk and Western Railway Company.....		144,061 00	
North State Telephone Company.....		614 00	
Peoples Telephone Company, Inc.....		212 00	
Postal Telegraph Cable Company.....		830 00	
Seaboard Air Line Railway.....		485,696 00	
Southampton Telephone Company.....		653 00	
Southern Bell Telephone and Telegraph Company of Virginia.....		2,647 30	
Southern Express Company.....		40 00	
Surry, Sussex and Southampton Railway Company.....		41,395 00	
Union Telephone Company, The.....		202 50	
Virginian Railway Company, The.....		361,149 00	
Western Union Telegraph Company.....		7,192 85	
			1,325,355 00

South Boston, town of:

Dan River Telephone Company.....	\$	2,783 75	
Norfolk and Western Railway Company.....		15,400 00	
South Boston Electric Light and Power Company.....		2,966 00	
Southern Express Company.....		46 00	
Southern Railway Company.....		33,120 00	
Western Union Telegraph Company.....		137 70	
			54,453 45

South Hill, town of:

Atlantic and Danville Railway Company, The.....	\$	12,805 00	
Home Telephone and Telegraph Company.....		3 00	
Pure Water Company.....		1,299 00	
South Hill Manufacturing Company, Inc.....		8,230 00	
South Hill Telephone Company.....		2,360 00	
Southern Express Company.....		10 00	
Western Union Telegraph Company.....		145 15	
			24,852 15

Spotsylvania county:

Adams Express Company.....	\$	7 00	
American Telephone and Telegraph Company of Virginia.....		5,635 25	
Fredericksburg Aqueduct Company.....		2,250 00	
Fredericksburg Power Company, Inc.....		16,235 00	
Fredericksburg and Wilderness Telephone Company.....		1,112 00	
Orange Telephone Company.....		410 00	
Postal Telegraph Cable Company.....		3,364 90	
Potomac, Fredericksburg and Piedmont Railroad Company.....		40,615 00	
Rappahannock Electric Light and Power Company, The.....		7,265 00	
Southern Bell Telephone and Telegraph Company of Virginia.....		90 00	
Spotsylvania Telephone Company, The.....		1,970 00	
Upper Rappahannock Telephone and Telegraph Company.....		490 00	
Western Union Telegraph Company.....		4,857 86	
			84,302 01

**TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.**

Stafford county:		
Adams Express Company.....	\$ 42 00	
American Telephone and Telegraph Company of Virginia.....	9,036 10	
Cedar Run Mutual Telephone Company.....	165 00	
Fredericksburg Power Company, Inc.....	13,390 00	
Hartwood and Fredericksburg Telephone Company, The.....	567 50	
Northern Neck Telephone and Telegraph Company.....	432 00	
Postal Telegraph Cable Company.....	4,117 00	
Potomac and Rappahannock Telephone Company.....	90 00	
Rappahannock Electric Light and Power Company, The.....	355 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	62 26	
Toluca and Fredericksburg Telephone Company.....	1,550 00	
Western Union Telegraph Company.....	7,883 82	
		\$ 37,690 68
Staunton, city of:		
Adams Express Company.....	\$ 700 00	
Blue Ridge Light and Power Company.....	22,000 00	
Chesapeake and Ohio Railway Company, The.....	51,455 00	
Staunton Gas Company.....	53,253 00	
Staunton Lighting Company.....	45,105 00	
Staunton Mutual Telephone Company.....	10,195 00	
United States Express Company.....	625 00	
Valley Railroad Company of Virginia.....	31,750 00	
Western Union Telegraph Company.....	213 95	
		215,296 95
Strasburg, town of:		
Southern Express Company.....	\$ 10 00	
Southern Railway Company.....	9,133 00	
Western Union Telegraph Company.....	69 75	
		9,212 75
Stuart, town of:		
Patrick County Telephone Company, Inc., The.....	\$ 405 00	
Southern Express Company.....	5 00	
Western Union Telegraph Company.....	96 75	
		506 75
Suffolk, city of:		
Adams Express Company.....	\$ 202 00	
American Telephone and Telegraph Company of Virginia.....	1,065 00	
Atlantic Coast Line Railroad Company.....	14,500 00	
Atlantic and Danville Railway Company, The.....	8,040 00	
Norfolk Southern Railroad Company.....	19,674 00	
Norfolk and Western Railway Company.....	28,336 00	
Old Dominion Steamship Company.....	30,800 00	
Portsmouth, Berkley and Suffolk Water Company.....	45,444 00	
Portsmouth Suburban Water Company.....	4,606 00	
Postal Telegraph Cable Company.....	212 50	
Seaboard Air Line Railway.....	24,717 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	12,832 07	
Southern Express Company.....	1,033 00	
Suffolk Gas-Electric Company.....	26,134 00	
Virginia Railway and Power Company.....	16,635 00	
Virginian Railway Company, The.....	20,942 00	
Western Union Telegraph Company.....	314 26	
		255,486 83
Surry county:		
Adams Express Company.....	\$ 4 00	
Atlantic and Danville Railway Company, The.....	51,785 00	
Harrison Telephone Company, The.....	930 00	
Home Telephone Company.....	1,050 00	
Norfolk and Western Railway Company.....	150 00	
Peoples Telephone Company, Inc.....	564 00	
Southern Express Company.....	2 00	
Surry, Sussex and Southampton Railway Company.....	72,075 00	
Surry and Sussex Telephone Company.....	1,330 00	
		127,890 00
Sussex county:		
Adams Express Company.....	\$ 18 00	
American Telephone and Telegraph Company of Virginia.....	15,051 45	
Atlantic Coast Line Railroad Company.....	338,825 00	
Atlantic and Danville Railway Company, The.....	89,600 00	
Home Telephone and Telegraph Company.....	47 00	
Home Telephone Company.....	70 00	
Homeville Telephone Company, Inc.....	530 00	
Norfolk and Western Railway Company.....	286,249 00	
Peoples Telephone Company, Inc.....	873 00	
Petersburg Telephone Company.....	244 80	
Postal Telegraph Cable Company.....	8,188 80	

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.

Sursex county—Continued.		
Southampton Telephone Company.....	\$ 78 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	106 00	
Southern Express Company.....	30 00	
Surry, Sussex and Southampton Railway Company.....	30,860 00	
Surry and Sussex Telephone Company.....	366 00	
Sussex and Southside Telephone and Telegraph Company.....	2,117 00	
Tri-County Telephone Company.....	264 00	
Virginian Railway Company, The.....	180,542 00	
Western Union Telegraph Company.....	6,377 54	
		\$ 960,437 59
Tacoma, town of:		
Norfolk and Western Railway Company.....	\$ 35,230 00	
Southern Express Company.....	5 00	
Western Union Telegraph Company.....	225 60	
		35,460 60
Tappahannock, town of:		
Adams Express Company.....	\$ 12 00	
		12 00
Tazewell county:		
Appalachian Power Company.....	\$ 31,202 00	
Bluefield Telephone Company.....	3,604 00	
Burke's Garden Telephone Exchange.....	420 00	
Clear Fork Telephone Company, The.....	838 00	
Grundy-Raven Telephone Company.....	90 00	
Norfolk and Western Railway Company.....	709,922 00	
Pocahontas Light and Water Company.....	13,589 00	
Southern Express Company.....	106 00	
Tazewell Electric Light and Power Company.....	4,502 00	
Tazewell Street Railway Company.....	1,320 00	
Western Union Telegraph Company.....	2,919 12	
		768,512 12
Tazewell, town of:		
Bluefield Telephone Company.....	\$ 1,322 21	
Southern Express Company.....	44 00	
Tazewell Electric Light and Power Company.....	2,138 00	
Tazewell Street Railway Company.....	5,130 00	
		8,634 21
The Plains, town of:		
Southern Express Company.....	\$ 33 00	
Southern Railway Company.....	11,700 00	
Western Union Telegraph Company.....	79 15	
		11,812 15
Timberville, town of:		
South Timberville Water Company, Inc., The.....	\$ 608 00	
Southern Express Company.....	21 00	
Southern Railway Company.....	9,575 00	
Western Union Telegraph Company.....	63 45	
		10,267 45
Urbanna, town of:		
Adams Express Company.....	\$ 12 00	
Urbanna Water Company, The.....	3,400 00	
		3,412 00
Victoria, town of:		
Virginian Railway Company, The.....	\$ 51,378 00	
		51,378 00
Vienna, town of:		
American Telephone and Telegraph Company of Virginia.....	\$ 576 15	
Falls Church Telephone and Telegraph Company.....	306 00	
Southern Express Company.....	12 00	
Southern Railway Company.....	22,313 00	
Washington-Virginia Railway Company.....	10,356 00	
Western Union Telegraph Company.....	163 75	
		33,726 90
Vinton, town of:		
Norfolk and Western Railway Company.....	\$ 43,441 00	
Roanoke Railway and Electric Company.....	8,431 00	
Southern Express Company.....	5 00	
Vinton-Roanoke Water Company.....	6,017 00	
		57,894 00
Virgilina, town of:		
Atlantic and Danville Railway Company, The.....	\$ 7,360 00	
Dan River Telephone Company.....	237 65	
Southern Express Company.....	33 00	
Western Union Telegraph Company.....	76 75	
		7,707 40

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.

Virginia Beach, town of:		
Norfolk Southern Railroad Company.....	\$ 53,083 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	2,991 00	
Southern Express Company.....	10 00	
		\$ 56,084 00
Wachapreague, town of:		
Diamond State Telephone Company of Virginia, The.....	\$ 54 00	
		54 00
Wakefield, town of:		
Norfolk and Western Railway Company.....	\$ 26,678 00	
Peoples Telephone Company, Inc.....	422 00	
Postal Telegraph Cable Company.....	365 70	
Southern Express Company.....	58 00	
Surry, Sussex and Southampton Railway Company.....	6,618 00	
Western Union Telegraph Company.....	344 95	
		34,486 65
Warren county:		
Farmers Mutual Telephone System of Shenandoah County.....	\$ 75 00	
Independent Mutual Telephone Company.....	395 00	
Liberty Corner Mutual Telephone Company.....	396 00	
Norfolk and Western Railway Company.....	374,330 00	
Reliance Telephone Association.....	75 00	
Royal Telephone Company.....	1,135 50	
Southern Bell Telephone and Telegraph Company of Virginia.....	1,251 00	
Southern Express Company.....	113 00	
Southern Railway Company.....	266,305 00	
Warren County Farmers Mutual Telephone Company, The.....	417 00	
Western Union Telegraph Company.....	2,612 25	
		647,104 75
Warrenton, town of:		
Southern Express Company.....	\$ 10 00	
Southern Railway Company.....	10,743 00	
Warrenton Telephone Exchange.....	845 00	
Western Union Telegraph Company.....	37 85	
		11,635 85
Warwick county:		
Adams Express Company.....	\$ 44 00	
Chesapeake and Ohio Railway Company, The.....	903,807 00	
Citizens Railway, Light and Power Company.....	24,084 00	
Hampton Roads Traction Company.....	9,000 00	
Newport News Light and Water Company.....	368,888 00	
Postal Telegraph Cable Company.....	15 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	2,109 56	
Western Union Telegraph Company.....	413 50	
York and Warwick Telephone Corporation.....	739 00	
		1,309,100 06
Washington county:		
Bristol-Goodson Water Company.....	\$ 25,000 00	
Bristol Telephone Company, The.....	3,011 00	
Damascus Light and Power Company.....	212 00	
Damascus Telephone Association.....	252 00	
East Tennessee Telephone Company.....	360 00	
Gate City Telephone Company.....	155 00	
Laurel Railway Company.....	9,060 00	
Liberty Hall and Damascus Telephone Company, The.....	292 00	
Loves Mill Telephone Company, Inc.....	201 00	
McFadden Telephone Company, Inc., The.....	829 00	
Mendota-Benhams Independent Telephone Company.....	639 00	
Norfolk and Western Railway Company.....	646,920 00	
Russell-Mendota Telephone Company, The.....	58 00	
Southern Express Company.....	65 00	
Three Spring Telephone Company.....	286 00	
Virginia-Carolina Railway Company.....	133,206 00	
Virginia-Carolina and Southern Railway Company.....	31,200 00	
Virginia and Southwestern Railway Company.....	150,515 00	
Virginia and Tennessee Telephone Company.....	2,951 00	
Washington Telephone Company, The.....	1,678 00	
Western Union Telegraph Company.....	6,994 64	
White Top Railway Company.....	17,250 00	
		1,031,134 64
Washington, town of:		
Royal Telephone Company.....	\$ 209 00	
		209 00
Waterford, town of:		
Leesburg Telephone Company.....	\$ 150 00	
		150 00

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Waverly, town of:

American Telephone and Telegraph Company of Virginia.....	\$	50 40	
Atlantic and Danville Railway Company, The.....		3,990 00	
Norfolk and Western Railway Company.....		29,833 00	
Postal Telegraph Cable Company.....		391 00	
Southern Bell Telephone and Telegraph Company of Virginia.....		1,259 48	
Southern Express Company.....		22 00	
Western Union Telegraph Company.....		449 65	
	\$		35,995 53

Waynesboro, town of:

Adams Express Company.....	\$	50 00	
Chesapeake and Ohio Railway Company, The.....		21,057 00	
Riverside Light and Power Company.....		7,461 00	
Waynesboro Mutual Telephone Company.....		1,365 00	
Western Union Telegraph Company.....		163 95	
			30,096 95

Westmoreland county:

Adams Express Company.....	\$	2 00	
Colonial Beach and Popes Creek Steamboat Company.....		2,500 00	
Maryland, Delaware and Virginia Railway Company.....		500 00	
Northern Neck Telegraph and Telephone Company.....		1,898 75	
Potomac and Rappahannock Telephone Company.....		1,326 00	
			6,226 75

West Point, town of:

Southern Express Company.....	\$	168 00	
Southern Railway Company.....		42,320 00	
Peoples Light, Heat and Power Corporation.....		7,291 00	
Tidewater Telephone Company, The.....		186 00	
West Point, Water, Light and Power Company, The.....		1,300 00	
Western Union Telegraph Company.....		129 40	
			51,394 40

Williamsburg, city of:

Adams Express Company.....	\$	50 00	
Chesapeake and Ohio Railway Company, The.....		1,050 00	
Southern Bell Telephone and Telegraph Company of Virginia.....		1,904 80	
Western Union Telegraph Company.....		36 75	
			3,041 55

Winchester, city of:

Adams Express Company.....	\$	285 00	
American Union Telephone Company of Virginia, Inc.....		2,420 00	
Baltimore and Ohio Railroad Company.....		148,940 00	
Cumberland Valley and Martinsburg Railroad Company.....		37,345 00	
Cumberland Valley Railroad Company.....		8,182 00	
Southern Bell Telephone and Telegraph Company of Virginia.....		8,374 12	
United States Express Company.....		100 00	
Western Union Telegraph Company.....		150 00	
Winchester Gas and Electric Light Company.....		18,214 00	
Winchester and Potomac Railroad Company.....		26,181 00	
Winchester and Strasburg Railroad Company.....		9,911 00	
Winchester and Washington City Railway Company.....		9,115 00	
			269,237 12

Windsor, town of:

American Telephone and Telegraph Company of Virginia.....	\$	451 05	
Home Telephone Company.....		50 00	
Norfolk and Western Railway Company.....		22,332 00	
Postal Telegraph Cable Company.....		128 75	
Southern Express Company.....		22 00	
Western Union Telegraph Company.....		261 75	
			23,245 55

Wise county:

Adams Express Company.....	\$	38 00	
Carolina, Clinchfield and Ohio Railway.....		608,489 00	
Currier Lumber Corporation.....		52,080 00	
Interstate Railroad Company.....		293,310 00	
Louisville and Nashville Railroad Company.....		233,593 00	
New York Mining and Manufacturing Company.....		20,000 00	
Norfolk and Western Railway Company.....		358,256 00	
Roaring Fork Railroad Company.....		37,745 00	
Russell-Mendota Telephone Company, The.....		31 00	
Southern Express Company.....		211 00	
Virginia and Kentucky Railway Company.....		18,970 00	
Virginia and Southwestern Railway Company.....		94,470 00	
Virginia and Tennessee Telephone Company.....		3,280 00	
Western Union Telegraph Company.....		3,415 10	
Wise Terminal Company.....		35,052 00	
			1,758,940 10

**TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.**

Wise, town of:		
Virginia and Tennessee Telephone Company.....	\$ 1,127 00	\$ 1,127 00
Woodstock, town of:		
Southern Express Company.....	\$ 63 00	
Southern Railway Company.....	20,755 00	
Valley Light and Power Company.....	788 00	
Western Union Telegraph Company.....	106 65	
Woodstock Electric Light and Power Company.....	1,684 00	
		23,396 65
Wythe county:		
Appalachian Power Company.....	\$ 25,255 00	
Cornett Light and Power Company.....	452 00	
Ivanhoe and Carroll Railroad Company.....	1,500 00	
Hillsville Telephone Company, The.....	477 00	
Norfolk and Western Railway Company.....	841,091 00	
Rural Retreat Mutual Telephone Company.....	5,468 00	
Southern Express Company.....	118 00	
Virginia and Tennessee Telephone Company.....	1,718 00	
Western Union Telegraph Company.....	6,108 24	
Wythe Mutual Telephone Company.....	4,005 00	
Wytheville Telephone Company.....	360 00	
		886,552 24
Wytheville, town of:		
Appalachian Power Company.....	\$ 6,039 00	
Norfolk and Western Railway Company.....	50,195 00	
Southern Express Company.....	111 00	
Western Union Telegraph Company.....	465 65	
Wythe Mutual Telephone Company.....	2,517 50	
Wytheville Telephone Company.....	842 00	
		60,170 15
York county:		
Adams Express Company.....	\$ 17 00	
Bruton Telephone Company.....	338 00	
Chesapeake and Ohio Railway Company, The.....	198,431 00	
Newport News Light and Water Company.....	22,516 00	
Peninsula Water Company.....	3,401 00	
Southern Bell Telephone and Telegraph Company of Virginia.....	1,075 52	
Western Union Telegraph Company.....	131 90	
York and Warwick Telephone Corporation.....	641 00	
		226,551 42
Grand total.....		\$131,108,163 30

COMMONWEALTH OF VIRGINIA**Department of the State Corporation Commission**

**Rules and Regulations Relating to Storage, Demurrage and
Car Service in Virginia.**

Prepared and Prescribed by the State Corporation Commission

As Amended January 29, 1908

In effect on and after the 15th day of March, 1908

PREAMBLE.**Legal and Saturday half-holidays excluded.**

All storage, demurrage and car service charges, and all car detention charges, shall be as prescribed in these rules. Nothing in these rules shall apply to shipments of live stock and perishable freight, which shipments shall be governed by the statutes now in force, with such additional requirements as may be ordered by the commission from time to time. In all computation of time under these rules, Sundays and legal holidays are to be excluded; also, except where otherwise provided in the rules, the Saturday half-holiday of twelve hours, beginning at 12:00 o'clock noon.

Each rule to apply separately.

In computing time under these rules, each rule must be treated as separate and distinct, and the charges and penalties should be arrived at accordingly. For example: Although a shipment may have been carried in less than the maximum time allowed by Rule II., such circumstance will not warrant a carrier in applying the difference between such time and the said maximum time as a deduction from the time provided for in the operation of any other rule.

RULE I.**Ordering cars by shippers, and furnishing cars by railroads.**

When a shipper makes verbal or written application to a railroad company through the agent in charge at point of shipment for a car or cars,

to be loaded with any kind of freight embraced in the tariffs of said company, stating in said application the station or siding at which such car or cars are to be placed, the character of the freight and its final destination, the railroad company shall furnish same within four days from seven o'clock A. M., the day following such application.

Or when the shipper making such application specifies a future day on which he desires to make a shipment, giving not less than four days' notice thereof computing from seven o'clock A. M. the day following such application, the railroad company shall furnish such car or cars on the day specified in the application.

Record of orders for cars.

Railroad agents shall keep and preserve a daily record of such applications for cars, showing them in consecutive order and the dates on which received; which record shall always be open to public inspection during business hours.

Penalty for delay in furnishing cars ordered; claims for failure to furnish cars promptly.

For failure to comply with this rule, the company so offending shall forfeit and pay either to the shipper, or his assignee in writing having a substantial interest, the sum of \$1.00 per car per day or fraction of a day, for delay after expiration of free time, upon demand in writing made within thirty days from the time the car is furnished provided it be furnished within thirty days from the expiration of free time. If not so furnished within thirty days from the expiration of the free time, the claimant may file such demand in writing within sixty days from the expiration of the free time, and having so done, shall be entitled to recover of the carrier one dollar per car for each and every day such default may continue, counting from the expiration of the free time.

Grain doors to be supplied when necessary.

When for the safe transportation of carload shipments of grain, feed or similar property in bulk grain doors are necessary, railroad companies shall furnish such doors of sufficient quantity and strength for that purpose, or in lieu thereof, shall allow to shipper for furnishing suitable lumber and applying same to side door openings, not exceeding six in number for each car, at the rate of not less than forty cents each. When impossible to procure at the shipping point suitable material for grain doors, the railroad companies shall, upon receipt of reasonable evidence from shipper of that fact, arrange to supply sufficient suitable lumber, or grain doors, to meet the shipping requirements of such shipper so circumstanced, and the shipper shall account for and be responsible to the railroad companies for proper use thereof. This refers to side doors only, and any delay in loading occasioned by failure to comply promptly shall be added to the free time for loading.

Exception to Rule I.

This rule shall not apply to shipments of coal and coke from mines and ovens, ore and fluxing limestones; nor to delays arising from causes not within the power of the carrier to prevent, but delays arising from such

causes shall be added to and counted as additional free time. No failure of the carrier to provide the rolling stock reasonably necessary for the discharge of its public duties shall be construed to be a cause of delay not within the power of the carrier to prevent.

RULE II.

Time for transporting freight; penalties for failure to transport within time provided.

(a) When freight, in proper condition, either in carloads or less, is tendered to a railroad company for a point on its own road, or for a point beyond its road to which it forms part of a through route, and correct shipping instructions given, the railroad agent must immediately receive the same for shipment and issue bills of lading therefor. When so received, shipments must be carried forward over each road which handles them at the rate of not less than fifty (50) miles per day of twenty-four hours, computing from seven o'clock A. M. the day following receipt of shipment at point of origin; but, where the length of haul over any railroad is less than fifty miles, the allowance of time for movement over such railroad shall not be less than twenty-four hours. For failure to receive and transport such shipment, within the time prescribed, the railroad company or companies so offending shall forfeit and pay to the consignee, or his assignee in writing having a substantial interest, for time during which delay continues, the sum of \$1.00 per car per day, or fraction thereof, on all carload freight, and one cent per hundred pounds per day, or fraction thereof, on freight in less than carloads, with minimum charge of five (5) cents for any one package, upon demand in writing by such claimant. In computing the time of freight in transit, there shall be allowed twenty-four hours at each junction point where transfer from one railroad to another is involved (said time to be equally divided between the roads affected); and twenty-four hours from the rehandling of freight at any other point from one car to another, where necessary. The Saturday half-holiday shall not be deducted under this rule.

When additional free time allowed for transporting.

The period during which the movement of freight is suspended on account of accident, or for necessary repairs at junction points where transfer from one railroad to another is involved, or any cause not within the power of the railroad company to prevent shall be added to the free time allowed in this rule, and counted as additional free time.

Filing Claims under Rule II.

(b) Claims for delays in shipments moving over more than one line shall be first filed within the terminal line, and, if that line denies responsibility for the delay or any part thereof, it shall report promptly to the claimant all the particulars of the movement over its own line; and, if it appears from such report that the delay or part thereof occurred on some other line or lines, the claimant may file separate claim or claims against such other line or lines apparently responsible for the delay, and may recover from the line or lines found to be responsible the amount or amounts due under these rules, or any of them.

RULE III.

Notice to consignee of arrival; information to be given in notice; penalties for failure to notify consignee within time provided.

(a) Railroad companies shall, within twenty-four hours after arrival of shipments, give notice by mail or otherwise, to consignee of the arrival of shipments, together with the weight and amount of freight charges due thereon, and where goods or freight in carload quantities arrive, such notice shall contain also identifying numbers, letters and initials of the car or cars, and if transferred in transit, the number and initials of the car in which originally shipped. Any railroad company failing to give such notice shall forfeit and pay, either to the consignee or his assignee in writing having a substantial interest, the sum of \$1.00 per car per day, or fraction of a day's delay, on all carload shipments, and one cent per hundred pounds per day, or fraction thereof, on freight in less than carloads, with minimum charge of five (5) cents for any one package, after the expiration of the said twenty-four hours; provided, that not more than one dollar per day be charged for any one consignment not in excess of a carload.

Where applicable to steamboat and steamship lines.

(b) This rule is applicable also to steamboat and steamship lines, but only in cases of shipments consigned to and arriving at the following cities, towns and places in Virginia, viz.:

Richmond,
Alexandria,
Fredericksburg,
Petersburg,
Norfolk,
Portsmouth,

Newport News,
Hampton,
Smithfield,
City Point,
West Point,
Suffolk;

Provided, that no wharfage, storage or demurrage charges are to be made on shipments arriving by water at other points than those mentioned.

RULE IV.

Time for delivery at depots or warehouses, or for placing loaded cars after arrival; placing freight for track delivery at local stations; penalty for delay in delivery.

(a) Railroad companies shall deliver freight at their depots, or warehouses, or, in case of shipments for track delivery on their own lines or private siding used in connection therewith, shall place loaded cars at an accessible place for unloading within twenty-four hours after the arrival, computing from seven o'clock A. M. the day following arrival of same, unless withheld for any reason for which the consignee may be responsible. Except that carload shipments for track delivery at local stations having not more than one team track, shall be placed at an accessible point for unloading by the conductor of the train on which the car arrives. The consignee, or his assignee in writing having a substantial interest, shall be paid \$1.00 per car per day, for each day, or fraction of a day, such delivery is so delayed.

Time for switching incoming loaded cars; switching of freight taking track delivery arriving in or on cars with defective air-brakes or without air-brakes.

(b) Carload freight, or freight taking track delivery, if delivered within yard limits of a carrier other than that over whose road such freight arrives, shall be switched to the road of such other carrier within twenty-four hours from the time so ordered after arrival at destination (settlement of charges and, when necessary, surrender of bill of lading having been accomplished); and such other carrier shall place such freight for unloading within twenty-four hours after receiving it. If switching by more than two carriers is involved twenty-four hours shall be allowed for each carrier participating. When such a car is refused by any carrier by which it is to be switched because out of order by reason of defective air-brakes or absence of air-brakes, then the carrier having possession thereof shall forthwith make the necessary repairs or transfer the lading to a proper car; and the time thus properly consumed, not exceeding forty-eight (48) hours, may be added to the time allowed for the movement.

Penalty for delay in switching incoming loaded cars.

For failure to comply with the terms of this section the offending carrier or carriers shall pay, either to the consignee or his assignee in writing having a substantial interest, the sum of \$1.00 per car per day, or fraction of a day, for such delay.

Additional free time for weighing on track scales at destination.

(c) Should a consignee request that a car containing a shipment be weighed on track scales after notice of arrival thereof is given, at place where there are such scales, the railroad company performing this service shall be allowed additional free time thereof of thirty-six hours, if that company has already placed the car for unloading, or twenty-four hours if it has not already so placed the car.

RULE V.

Freight on which demurrage or car service charges apply.

All carload freight, or freight carried at carload rates, and all freight in cars whether full carload or not, taking track delivery shall be subject to the demurrage, or car service charges prescribed in these rules.

RULE VI.

Free time for loading cars by shippers; charges for delay by shippers in loading cars.

(a) A shipper, on whose order a car or cars have been placed for loading, shall be allowed forty-eight hours for the loading of such car or cars, computing time from seven o'clock A. M., the day after such car or cars have been placed subject to the order of shipper, and thereafter a demurrage charge of not more than \$1.00 per car per day, or fraction of a day, may be assessed and collected on all such cars as have not been tendered to the railroad com-

pany with shipping instructions within said forty-eight hours; provided, however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect \$2.00 on each car, covering the demurrage then due.

Railroad companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges herein last provided for, until such demurrage charges have been paid.

When additional free time to be allowed for loading.

If, after placing the car or cars required by this rule, the railroad company shall, during or after free time, temporarily remove all or any of them, or in any way prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When by reason of delay or irregularity on the part of the railroad company in filling orders, cars are bunched in excess of the ability of the shipper to load, as indicated in his applications, the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application.

Time for switching outgoing freight and freight moving entirely within local switching limits.

(b) When freight has been loaded into a car on any track within the switching limits of two or more carriers at and around a junction point, and is forwarded in the same car to a point within such switching limits on or reached by way of the road of any other carrier than that which places the car for loading, twenty-four hours must be allowed each carrier over whose road such freight is transported, computing from the time at which instructions for such movement are given to the first carrier. If destination is beyond such switching limits, Rule II. will govern the movement over the road by which the car passes out of the switching limits, beginning with the time at which it receives the car from its connecting road.

Penalty for delay in switching outgoing loaded cars and freight moving entirely within local switching limits.

If the car contains freight for various destinations beyond the switching limits of any one of the carriers and is re-handled at a depot of such carrier before forwarding beyond such limits, Rule II, is to be effective as to such carrier from the time that the goods are unloaded from the car in which received.

For failure to comply with the terms of this section the offending carrier or carriers shall pay, either to the shipper or his assignee in writing having a substantial interest, the sum of \$1.00 per car per day, or fraction of a day, for such delay.

RULE VII.

Charges for delay to cars at point of shipment caused by shippers; notice to shippers of imperfect or excessive loading.

A car or cars detained or held at point of shipment for want of proper shipping instructions, or by reason of imperfect or excessive loading, where

loading is done by shipper, shall be subject to a demurrage charge of \$1.00 per car per day, or fraction of a day, said car or cars are so detained or held. In cases of imperfect or excessive loading, the shipper shall be notified thereof as early as practicable after said car or cars have been received from him, in which case car service charges shall begin at the time of notification.

RULE VIII.

Legal notice; when free time begins after actual notice to consignee; constructive notice; additional free time when constructive notice only is given.

Legal notice, as referred to in these rules, may be either actual or constructive. Where the consignee or his agent is personally served with notice of the arrival of freight at or before six P. M. of any day, free time begins at seven o'clock A. M. on the day after such notice has been given, provided that in case of freight taking track delivery the car shall have been placed under the terms of Rule IV, or if held for any reason for which the consignee may be responsible, except that, if consignee accepts notice delivered after twelve o'clock noon on Saturday, it shall be construed as having been delivered on the following Monday prior to six P. M. Constructive notice referred to consists of posting notice by mail to consignee. Where this mode of giving notice is adopted, there shall be twenty-four hours additional free time; provided, however, that when in any case where notice of arrival is given by mail, the consignee shall make oath that neither he, his agents, nor employees, have received such notice, then he will be held prima facie not to have received legal notice by reason of posting of said notice by mail.

RULE IX.

Storage charges after expiration of free time.

(a) All incoming freight unloaded at destinations by railroad companies in their depots or warehouses which is not removed by the owners thereof from the custody of the railroad company within forty-eight hours, computing from seven o'clock A. M. of the day following legal notice of arrival, may be subject to the charge of storage for each day, or fraction of a day, it may remain in the custody of the railroad company as follows:

In less than carloads not more than one cent per hundred pounds per day, or fraction thereof; in carload quantities, not more than ten cents per ton of 2,000 pounds per day or fraction thereof, but not exceeding \$1.00 per car per day or fraction of a day; provided, that in no case shall the amount so collected for storage of a less than carload shipment exceed the amount authorized to be charged as storage or demurrage on a carload of similar freight for the same length of time when not unloaded from car, as provided by the demurrage rules.

Application to steamboat and steamship companies.

(b) This rule shall apply also to steamboat and steamship companies unloading package freight in their warehouses, except that seventy-two (72) hours of free time shall be allowed instead of forty-eight.

RULE X.

Free time for unloading certain articles; charge for delay in unloading cars; free time for unloading articles not specified; when unloading obstructed; free time for unloading cars bunched in transit.

(a) Loaded cars containing fertilizers, hay, straw, coal, coke, brick and lumber in covered cars, and the following articles in bulk: Meat, potatoes, grain and grain products, glass bottles, cotton seed and cotton-seed hulls, taking track delivery, which are to be unloaded by consignee, but are not unloaded within seventy-two hours, computed from seven o'clock A. M. the day following the day legal notice of arrival is given (having been placed at an accessible point for unloading, or held for any reason for which the consignee may be responsible), may be subject thereafter to charge for demurrage of \$1.00 per car for each day, or fraction of a day, that they remain loaded in possession of the railroad company. All other loaded cars, taking track delivery, to be unloaded by consignee, shall be limited to forty-eight hours of free time; provided, however, that if, after placing a car or cars, as required in this rule, the railroad company shall, during or after free time, temporarily remove any or all of them, or in any way obstruct the unloading of same, the consignee shall not be chargeable with the delay caused thereby.

Provided that when, on account of delay or irregularity in transportation, cars are bunched in transit and delivered to consignee in numbers beyond his reasonable ascertained ability to unload within the free time prescribed in these rules he shall be allowed by the carrier such additional time as may be necessary to unload the cars so in excess by the exercise of due and usual diligence on part of consignee.

Free time for ordering when cars are switched to a point beyond line over which arrived.

(b) When, after arrival at destination, a car containing freight is switched, upon order, for unloading to a point within the local switching limits, on or reached by way of, a road other than that over which it arrived, free time shall be allowed for such ordering not to exceed twenty-four (24) hours from seven A. M. of the day after giving actual notice, or forty-eight (48) hours from seven A. M. of the day after giving constructive notice of arrival; which is in addition to the full free time for unloading as provided in section (a) after being placed at the unloading point, such free time for unloading to begin when so placed.

RULE XI.

Additional free time account weather conditions.

Whenever the weather, during the period of free time, is so severe, inclement or rainy that it is impossible or impracticable to secure means of loading or unloading freight, or when, from the nature of the goods, loading or unloading would cause injury or damage, such time shall be added to the free period, and no demurrage charges shall be allowed for such additional free time. This rule applies to the state of the weather during business hours.

RULE XII.**Free time for distant consignee or consignor.**

A consignee or consignor five miles or more from the depot, and whose freight is destined to or from his place of business or residence so located, shall not be subject to storage or demurrage charges allowed in the foregoing rules until a sufficient time has elapsed after notice for said consignee or consignor to remove or load said goods by the exercise of ordinary diligence. But the time limit for loading or unloading shall not exceed five days.

RULE XIII.**Free time at port terminals for carload freight destined thereto when for further movement.**

On carload freight originating in Virginia, and shipped on local bills of lading to a terminal point at a port within this State, there shall be allowed ten days' free time, computing from seven o'clock A. M. the day after arrival of car or cars, before application of storage or demurrage charges; provided, the consignee, within forty-eight hours after the arrival of such car or cars, notifies the delivering line at such terminal point that it is intended for further movement.

RULE XIV.**Storing of incoming carload freight referred to in Rules XI and XII.**

Incoming carload freight, coming under the provisions of Rules XI and XII, may be stored by railroad companies in depots or warehouses at the expense of owner, if same is not removed before demurrage charges attach; provided, that daily storage charge on such freight shall not exceed the demurrage allowed under these rules.

RULE XV.**Unclaimed and refused shipments.**

If freight shall remain unclaimed at destination for six days after the expiration of free time; or, if a consignee shall refuse to accept freight tendered in pursuance of the bill of lading, the carrier charged with the duty of delivery shall, within reasonable time thereafter, give legal notice thereof to consignor through agent of carrier at point of shipment or otherwise. Agent at destination may also give notice to the consignor direct and if the consignor shall not within three days after receipt of the notice which first reaches him, give direction for the reshipment or unloading, or other disposition of such goods, he shall thenceforth become liable to such carrier for storage on such goods, or demurrage upon the car or cars in which they are stored, to the same extent, and at the same rates as such charges are now, under like circumstances, by the rules of this Commission, imposed upon consignees who neglect or refuse, after notice of arrival, to remove freight of like character from the depots or cars of a carrier. A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same, except upon payment of all charges for storage or demurrage which have accrued.

RULE XVI.**Goods shipped to consignors or "To Order."**

When consignors ship goods consigned to themselves or to order, and express in their bills of lading or shipping directions the name of a person at destination to be notified, it shall be the duty of the railroad, or other transportation company, to give legal notice to such person in the same way, and under the same rule, as if the shipment had been made direct to him. But when consignors do not so express the name of a person at destination to be notified, the delivering carrier shall give legal notice only to the consignee at delivery point, except that, for shipments of grain or hay, notice shall also be given to the local exchanges at destination points where such exchanges are established; and furthermore, not later than the expiration of six days after the free time, notice to consignor shall be given as provided in Rule XV, for unclaimed freight.

RULE XVII.**Discrimination prohibited.**

Railroads shall not discriminate between persons or places in storage or demurrage charges. No rebate, drawback, or other similar device will be allowed.

RULE XVIII.**Cars on private tracks.**

No demurrage shall be charged on private cars standing on private tracks, when both cars and tracks are owned by the same person. Where the cars are not owned by the owner of the tracks, no demurrage shall be charged; provided, the person owning the tracks shall furnish to the delivering railway satisfactory evidence that the owner of the cars releases both him and the delivering road from the payment of demurrage.

RULE XIX.**Contract between railroad companies and shippers or consignees permissible.**

Nothing in the foregoing rules shall be construed to prohibit railroad companies from contracting with shippers and consignees on terms of mutual convenience in the matter of furnishing and discharging cars; provided, that such contracts shall be so drawn as to give to either party the right to cancel same on ten days' notice, and thereafter demand the application of these rules.

RULE XX.**When commission may suspend rules.**

The commission reserves the right on its own motion to suspend the operation of these rules, or any one or more of them, in whole or in part, whenever it shall appear that justice demands such action, and the commission will, upon complaint, hear and act upon applications for a like suspension.

When transportation companies subject to fines and penalties to be imposed by commission.

The commission further reserves all of its powers under the Constitution and laws of the State to impose fines and penalties upon transportation companies persistently disregarding these rules, or failing to furnish reasonable transportation facilities.

RULE XXI.

Settlement of claims against common carriers.

Common carriers, against which claims are filed under these rules, must receive and investigate such claims promptly; and, if the claims be found correct, must make settlement within sixty days from date of filing by claimant; or, if claimed to be incorrect, must report to the claimant the particulars in which claim is claimed to be incorrect, and must pay claimant the amount admitted to be due within the aforesaid time, but the acceptance by claimant of any amount less than the amount claimed shall not be construed as a waiver of the residue of his claim. Failure to observe this rule will render common carriers who disregard it liable to such fines and penalties as the commission may find it necessary to impose, as provided in Rule XX.

ROBERT R. PRENTIS,
Chairman.

HENRY C. STUART,
JOSEPH E. WILLARD,
Commissioners.

Attest:

R. T. WILSON, *Clerk.*

NOTICE.

Attention is called to the act of the General Assembly, approved May 16, 1903, relating to the subject matter of these rules, which provides that, if a consignor or consignee claims and receives the penalties imposed upon railroad companies in the above rules for failure to comply therewith, such penalties or charges shall "when paid, be in full of any and all claims for damage growing out of such failure; provided, however, that the owner of the freight may, at his election, waive said charges, and elect to claim such actual damage as he may have sustained, instead of such charges."

The Foregoing Rules and Regulations Have Been, Since Their
Promulgation, Modified by the Following
Order of the Commission—Viz:

AS TO CERTAIN RAILROADS.

Order of March 11, 1908.

It is ordered, That the demurrage, storage and car service rules and regulations now or hereafter prescribed by the commission and put into effect, be, until the further order of the commission, suspended as to the Tidewater and Western Railroad Company and as to the Virginia-Carolina Railway Company, and as to the Potomac, Fredericksburg and Piedmont Railroad Company, so that none of the said rules and regulations shall affect the operation of any of the said railroads or the dealings of shippers, consignees or others on the said railroads. But this suspension order is entered upon the express stipulation and condition that neither of the said railroads shall charge, demand or collect from either-shippers or consignees any demurrage, storage or similar charges or penalties under any circumstances.

A Copy—Teste:

R. T. WILSON, *Clerk.*

REGULATIONS

Governing Transportation of Explosives by Common Carriers (except Express Companies) Doing Business in Virginia, Prescribed and Promulgated by the State Corporation Commission.

(For Rules Governing Express Companies, see page 253).

CITY OF RICHMOND, *December 21, 1909.*

Regulations for the Transportation of Explosives.

It is hereby ordered that the Rules and Regulations for the Transportation of Explosives formulated by the State Corporation Commission on the 18th day of December, 1906, be, and they are, hereby rescinded, revoked and annulled.

In lieu thereof, the State Corporation Commission, by authority of section 20 of Chapter III, of the act approved January 18, 1904, entitled "An Act Concerning Public Service Corporations," hereby orders and prescribes that the regulations formulated by the Interstate Commerce Commission, according to law for the transportation of explosives by railroads engaged in interstate commerce, shall govern and be binding upon all common carriers engaged in intrastate commerce within the State of Virginia which transport explosives by land; and so far as the same can be made applicable thereto, shall govern and be binding upon all common carriers engaged in intrastate commerce within the State of Virginia which transport explosives by water; provided, that it shall be lawful for such common carrier to transport on any vessel or vehicle which is carrying passengers for hire, small arms ammunition in any quantity, and such fuses, torpedoes, rockets, or other signal devices as may be essential to promote safety in operation, and properly packed and marked samples of explosives for laboratory examination not exceeding a net weight of one-half pound each and not exceeding twenty samples at one time in a single vessel or vehicle; but said samples shall not be carried in that part of the vessel or vehicle which is intended for the transportation of passengers for hire; and, provided, further, that nothing in this order shall be construed to prevent the transportation of military or naval forces with their accompanying munitions of war on passenger equipment vessels or vehicles. Such regulations and this order shall be effective on the 27th day of January, 1910.

It is further ordered that the Clerk of the Commission, do certify the said regulations to the Superintendent of Public Printing for publication, according to law.

GENERAL NOTICE.

As the use of certain explosives is essential to various business activities throughout the country it is the duty of interstate railroad carriers to transport such explosives under proper regulations. It is also the duty of each such carrier to make the prescribed regulations effective and to thoroughly instruct its employees in relation thereto. It is the duty of express companies to transport under proper regulations samples of explosives for laboratory examination, as authorized by the above order. When the explosives specified in this section are lawfully carried in an express or baggage car in the presence of an employee of the company, it will not be necessary to placard this car as prescribed herein for a freight car containing similar lading.

The Commission will make further provisions as occasion may require for new explosives not included in or covered by the following regulations:

GENERAL RULES.

(a) Unless specifically authorized by these regulations, explosives must not be packed in the same outside package with each other or with other articles. Explosives, when offered for shipment by rail, must be in proper condition for transportation and must be packed, marked, loaded, stayed and handled while in transit in accordance with these regulations. All packages of less than carload shipments must also be plainly marked on the outer covering or boxing (outside package) with the name and address of consignee. Empty boxes previously used for high explosives are dangerous and must not be again used for shipments of any character. Empty boxes which have been used for the shipment of other explosives than high explosives must have the old marks thoroughly removed before being accepted for the shipment of other articles. Empty metal kegs which have been used for the shipment of black powder, not contained in an interior package must not be used for shipment of any explosives.

(b) Explosives, except such as are forbidden (see paragraph 1501 and 1531 to 1536), must be received for transportation by railroads, provided the following regulations are complied with, and provided their method of manufacture and packing, so far as it affects safe transportation, is open to inspection by a duly authorized representative of the initial carrier or of the Bureau for the Safe Transportation of Explosives and Other Dangerous Articles, of The American Railway Association. Shipments of explosives that do not comply with these regulations will not be received. Shipments offered by the United States Government may be packed, including limitation of weights, as required by its regulations.

(c) Before any shipment of explosives destined to points beyond the lines of the initial carrier is accepted from the shipper, the initial carrier must ascertain that the shipment can go forward via the route designated, and that delivery can be made at destination. To avoid unnecessary delays, arrangements must be made to furnish this information promptly to initial carrier. Shipments offered by connecting lines must be received subject to these regulations.

TESTS FOR STRENGTH OF PACKAGE.

(d) Packages receive their greatest stresses in a direction parallel to the length of the car, and must, therefore, be loaded so as to offer their greatest resistance in this direction. Cleats or handles, when prescribed for packages, must be so placed as not to interfere with close packing lengthwise in the car.

(e) When explosive material of equal weight is substituted (sand for a granular explosive, dummy cartridges for high explosive cartridges), and the outside package is dropped on its end on to a foundation of solid brick or concrete from a height of four feet, the outside package must not open, nor rupture, nor must any portion of the contents escape therefrom.

(f) In addition to standing the test in paragraph (e), the design and construction of packages must be such as to prevent the occurrence in individual packages of defects that permit leakage of their contents under the ordinary conditions incident to transportation. The results of experience, gained by an examination of packages on arrival at destination, must be recorded by the Bureau of Explosives, to the end that further use of any particular kind of package, shown by experience to be inefficient, may be prohibited by the Commission, even if it should stand the drop test prescribed by paragraph (e).

(g) Violations of these regulations discovered in cars containing explosives, or in the loading or staving of packages, must be corrected before forwarding the car. A report of all serious violations, with a statement of apparent cause (such as defective packing, improper staving, rough treatment of car, etc.), must be made by the carrier to the chief inspector of the Bureau of Explosives.

GROUPING.

(h) For transportation purposes, all explosives are divided into the following groups:

1. Forbidden explosives.
2. Black powder.
3. High explosives.
4. Smokeless powders.
5. Fulminates.
6. Ammunition.
7. Fireworks.

Section I.—Information and Definitions.

Group 1.—Forbidden explosives. (See paragraphs 1531 to 1536.)

1501. The following are forbidden explosives:

(a) Liquid nitroglycerin.

(b) Dynamite, containing over 60 per cent. of nitroglycerin (except gelatine dynamite).

(c) Dynamite having an unsatisfactory absorbent, or one that permits leakage of nitroglycerin under any conditions liable to exist during transportation or storage.

(d) Nitro-cellulose in a dry condition, in quantity greater than ten (10) pounds in one exterior package. (See pars. 1557 to 1560.)

(e) **Fulminate of Mercury in Bulk** in a dry condition, and fulminates of all other metals in any condition.

(f) **Fireworks** that combine an explosive and a detonator or blasting cap. (See pars. 1515 and 1644.)

Group 2.—Black Powder. (See paragraphs 1541 to 1545.)

1502. Black (or brown) powder embraces all explosives having a composition similar to that of ordinary gun-powder, such as carbonaceous material, sulphur and a nitrate of sodium or potassium. This group includes rifle, sporting, blasting, cannon, and the prismatic powders.

Group 3.—High Explosives. (See paragraphs 1551 to 1560.)

1503. High explosives are all explosives more powerful than ordinary black powder, except smokeless powders and fulminates. Their distinguishing characteristic is their susceptibility to detonation by a commercial detonator, or blasting cap. Many high explosives are sensitive to percussion and to friction. Examples of high explosives are the dynamites, picric acid, picrates, chlorate powders, and nitrate of ammonia powders.

Group 4.—Smokeless Powders. (See paragraphs 1571 to 1579.)

1504. Smokeless powders are those explosives from which there is little or no smoke when fired. The group consists of smokeless powder for cannon and smokeless powder for small arms. Smokeless powder for cannon used in the United States at the present time consists of a nitro-cellulose colloid, and is safe to handle and transport. Smokeless powders for small arms may consist of nitro-cellulose, nitro-cellulose combined with nitroglycerin, picrate mixtures, or chlorate mixtures.

Group 5.—Fulminates. (See paragraphs 1591 to 1593.)

1505. This includes **Fulminates of Mercury** in bulk form—that is, not made up into percussion caps, detonators, blasting caps or exploders.

Group 6.—Ammunition. (See paragraphs 1601 to 1622.)

1506. **Small-arms Ammunition** consists usually of a paper or metallic shell, the primer, powder charge, and projectile, the materials necessary for one firing being all in one piece, such as is used in sporting or fowling pieces, or in rifle, pistol practice, etc.

1507. **Ammunition for Cannon** embraces all fixed or separate-loading ammunition packed in a single package in which the projectile weighs one pound or over, and is usually transported only for government use. When the component parts are packed in separate outside packages, such packages will be shipped as smokeless powder for cannon, explosive projectiles, empty projectiles, primers or fuses. Igniters composed of black powder may be attached to packages in shipments of smokeless powder.

1508. **Explosive Projectiles**, or loaded shells for use in cannon, are not liable to be exploded except by fire of considerable intensity, and the flying fragments would then be very dangerous.

1509. **Detonators** is the technical name for articles such as blasting caps, the use of which is to cause explosions of a high order, or “detonations.” This means the instantaneous conversion of the entire explosive into gas

instead of the gradual conversion known as "combustion." Dynamite "detonates" and smokeless powder for cannon "burns."

1510. **Blasting Caps** contain from 5 to 50 grains of dry fulminate of mercury, or a similar substance, packed in a thin copper cup and fired by a slow-burning safety fuse. When a small "bridge" of fine wire is imbedded in the fulminate, held by a sulphur cast and arranged to fire the fulminate by heating the bridge by means of an electric current, the cap is called an "electric blasting cap," or "electric cap," or "electric exploder."

1511. **Detonating Fuses** are used to detonate the high explosive bursting charges of projectiles or torpedoes. In addition to a powerful detonator they may contain several ounces of a high explosive, such as picric acid or dry nitro-cellulose, all assembled in a heavy steel envelope, the flying fragments of which, in case of explosion, would be very dangerous. From their careful design, manufacture, and packing detonating fuses are not liable to be exploded in transportation except by fire of considerable intensity.

1512. **Primers, Percussion and Time Fuses** are devices used to ignite the black powder bursting charges of projectiles, or the powder charges of ammunition. For small-arms ammunition the primers are usually called "small-arms primers" or "percussion caps."

Group 7.—Fireworks. (See paragraphs 1641 to 1647.)

1513. **Fireworks** include everything that is designed and manufactured, primarily, for the production of pyrotechnic effects. They consist of common fireworks and special fireworks.

1514. **Common Fireworks** include all that depends principally upon nitrates to support combustion and not upon chlorates; that contain no phosphorus and no high explosive sensitive to shock and friction; that produce their effect through color display rather than by loud noises. If noise is the principal object, the units must be small and of such nature and manufacture that they will explode separately and harmlessly, if at all, when one unit is ignited in a package case. They must not be designed for ignition by shock or friction. Examples are Chinese fire-crackers, Roman candles, pin wheels, color fires, serpents, railway fuses, flash powders, etc.

1515. **Special Fireworks** include all that contain any quantity of red or white phosphorus, a fulminate, or other high explosive sensitive to shock or friction; or that contains units of such size that the explosion of one while being handled would produce a serious injury; or that require a special appliance or tool, mortar, holder, etc., for their safe use; or that may be exploded *en masse* in their packing cases; or that are intended for or may be ignited or exploded by shock or friction. Examples are gaint firecrackers, bombs, salutes, toy torpedoes and caps, rockets, ammunition, pellets fired in a special holder, railway torpedoes, etc.

Section II.—Conditions of Acceptance and Shipment of Packages.

Group 1.—Forbidden and Condemned Explosives.

1531. Forbidden explosives as defined in paragraph 1501, and explosives condemned by the Bureau of Explosives, must not be accepted for shipment.

1532. Should any package of high explosives when offered for shipment show excessive dampness or be mouldy or show outward signs of any oily

stain or other indication that absorption of the liquid part of the explosive is not perfect or that the amount of the liquid part is greater than the absorbent can carry, the packages must be refused in every instance. The shipper must substantiate any claim that a stain is due to accidental contact with grease, oil, or similar substance. In case of doubt, the package must be rejected. A shipment of leaking dynamite is liable to cause a disaster in spite of careful handling; and storage, especially in warm and damp magazines, tends to cause leakage. Carriers must, for these reasons, examine with more than usual care all packages that have been stored or are offered for shipment during the summer months.

REPACKING OF DYNAMITE.

1533. Condemned dynamite must not be repacked and offered for shipment unless the repacking is done by a competent person in the presence and with the consent of a local inspector, or with the written authority of the chief inspector of the Bureau of Explosives.

DISPOSITION OF INJURED, CONDEMNED AND STRAY PACKAGES.

1534. Packages found injured or broken in transit may be recoopered when this is evidently practicable and not dangerous. A broken box of dynamite that cannot be recoopered should be reinforced by stout wrapping paper and twine, placed in another strong box, and surrounded by dry fine sawdust, or dry and clean cotton waste or elastic wads made from dry newspaper. A ruptured can or keg should be enclosed in a grain bag of good quality and boxed or crated. Injured packages thus protected and properly marked may be forwarded.

1535. Condemned packages of leaking dynamite should (1) be returned immediately to shipper if at point of shipment; or (2) disposed of to a dealer in dynamite or other person who is competent and willing to remove from railway property, if leakage is discovered while in transit; or (3) removed immediately by consignee if shipment is at destination.

When disposition cannot be made as above, the leaking boxes must be packed in other boxes large enough to permit it, and the leaking box must be surrounded by at least 2 inches of dry, fine sawdust or dry and clean cotton waste, and be stored in station magazine or other safe place, until arrival of the local inspector or other authorized person, to superintend the destruction of the condemned material.

1536. When name and address of consignee are known a stray shipment must be forwarded to its destination by the most practicable route, provided a careful inspection shows the package to be in proper condition for safe transportation. Revenue and card waybills must be prepared and on them must be written or stamped

"Stray shipment, inspected at _____ station, _____ railroad, _____ 19_____" except in cases where authority can be obtained by wire from the original forwarding station to stamp these waybills "Shippers' certificate file," etc. (See par. 1668.)

When a package in a stray shipment is not in proper condition for safe

transportation (see par. 1534), or when name and address of consignee are unknown, disposition will be made as prescribed by paragraph 1535.

Group 2.—Black Powder.

1541. **Packing.**—Packages containing less than twelve and a half ($12\frac{1}{2}$) pounds of rifle, sporting, blasting, or cannon powders must be enclosed in a tight box, so that the filling holes of the packages will be up, and the boxes must be marked on top, as prescribed by paragraph 1544.

1542. Twelve and a half ($12\frac{1}{2}$) pounds or over of black or brown powder must be packed in packages that comply with General Rules D, E and F. Kegs less than nine inches long must be boxed, as prescribed by paragraph 1541.

1543. **Weight.**—Packages must not weigh over 150 pounds gross.

1544. **Marking.**—Each outside package must be plainly marked, stamped, or stenciled to show the kind, "BLACK" or "BROWN," and the use, "BLASTING," "RIFLE," "CANNON," "MORTAR," etc., as "BLACK-BLASTING POWDER," "BLACK RIFLE POWDER," etc. Additional marks, trade names, etc., may appear if desired by shipper.

1545. **Car.**—A car containing shipments of black powder in any quantity must be certified and placarded as prescribed by paragraphs 1661 and 1666.

Group 3.—High Explosives.

1551. High explosives consisting of a liquid mixed with an absorbent material must have the absorbent (wood pulp or similar material) in sufficient quantity and of satisfactory quality, properly dried at the time of mixing; nitrate of soda must be dried at the time of mixing to less than 1 per cent. of moisture; and the ingredients must be uniformly mixed so that the liquid will remain thoroughly absorbed under the most unfavorable conditions incident to transportation.

1552. Explosives containing nitroglycerin must have uniformly mixed with the absorbent material a satisfactory antacid which must be in quantity sufficient to have the acid neutralizing power of an amount of magnesium carbonate equal to one per cent. of the nitroglycerin.

1553. **Packing.**—High explosives, containing more than 10 per cent. of nitroglycerin, must be made into cartridges not exceeding four inches in diameter, or eight inches in length (does not apply to gelatine dynamite), and must not be packed in bags or sacks. Bags or sacks of high explosives containing not more than 10 per cent. of nitroglycerin and not over $12\frac{1}{2}$ pounds each of explosive, will be accepted as cartridges, but these bags must be strong and must be placed in the box with filling ends up. The covering of all cartridges, consisting of paper or other material, must be strong and so treated that it will not absorb the liquid constituent of the explosive.

1554. All boxes in which cartridges containing nitroglycerin are packed must be lined with a suitable material that is impervious to liquid nitroglycerin. Cardboard cartons closed at the bottom and made of strong and flexible material that is impervious to nitroglycerin form a satisfactory lining. At least one-quarter of an inch of dry sawdust or similar material must be spread over the bottom of the box before inserting the cartridges, and all the vacant space in the top must be filled with this material. The cartridges, ex-

cept the bags or sacks authorized in paragraph 1553, must be so arranged in the boxes that when they are transported with the boxes top side up all cartridges will lie on their sides and never on their ends.

1555. The boxes must be strong (General Rules [d], [e], and [f],)the lumber throughout must be sound and free from loose knots and, when made with lock corners, must not be less than one-half inch in thickness. When nailed boxes are used, the ends must not be less than one inch, nor the sides, top, and bottom less than one-half inch in thickness. The limits for thickness refer to the finished box and not to the undressed lumber.

1556. High explosives, containing no explosive liquid ingredient, and not having, with their normal percentage of moisture, a sensitiveness to percussion greater than measured by the blow delivered by an eight-pound weight dropped from a height of five (5) inches on a compressed pellet of the explosive, three-hundredths of an inch in thickness and two-tenths of an inch in diameter, held rigidly between hard-steel surfaces, as in the standard impact testing apparatus of the Bureau of Explosives, will be accepted for shipment when securely packed in bulk in tight packages that comply with General Rules (d), (e) and (f). These explosives may also be packed in cartridges, and must be so packed when their sensitiveness is greater than the above limit.

1557. Dry Nitro-cellulose.—Inside packages containing not more than one pound each of dry nitro-cellulose, wrapped in strong paraffined paper, or other suitable spark-proof material, will be accepted for shipment if securely packed in an outside package that complies with General Rules (d), (e) and (f). and is marked as prescribed in paragraph 1559. Outside packages must not contain more than ten (10) pounds of dry nitro-cellulose.

1558. Weights.—High explosives containing an explosive liquid ingredient must not exceed sixty-five (65) pounds, gross weight, in one outside package.

High explosives containing no liquid explosive ingredient, as defined in paragraph 1556, must not exceed 125 pounds, gross weight, in one outside package.

The gross weight of an outside package containing dry nitro-cellulose packed as defined in paragraph 1557, must not exceed 35 pounds.

1559. Marking.—The boxes must be plainly marked on top and on one side or end "HIGH EXPLOSIVE—DANGEROUS." The top must be marked "THIS SIDE UP."

1560. Car.—For shipments of high explosives in any quantity, the car must be certified and placarded as prescribed by paragraphs 1661 and 1666.

Group 4.—Smokeless Powder.

SMOKELESS POWDER FOR CANNON.

1571. Packing.—Smokeless powder for cannon must be packed in tight boxes free from loose knots and cracks, or in kegs, that comply with General Rules (d), (e) and (f).

1572. Weight.—Packages must not weigh over 152 pounds gross.

1573. Marking.—Each package must be plainly marked on top "SMOKELESS POWDER FOR CANNON."

1574. **Car.**—Smokeless powder for cannon may be shipped in any box car in good condition. The car must be placarded "INFLAMMABLE" as prescribed by paragraph 1663.

SMOKELESS POWDER FOR SMALL-ARMS.

1575. **Packing.**—Packages of less than nine (9) pounds of smokeless powder for small arms must be enclosed in a tight box so that the filling hole of each inside package will be up, and the box must be marked on top as prescribed by paragraph 1578.

1576. Quantities of nine pounds or over must be placed in packages that comply with General Rules (d), (e) and (f). Kegs less than nine inches long must be boxed as prescribed by paragraph 1541.

1577. **Weight.**—Packages weighing over thirty-one pounds gross will not be received unless packed under the supervision of and shipped for the use of the United States Government.

Packages weighing not over thirty (30) pounds gross each may be enclosed in an outside package, in which case the gross weight must not exceed 150 pounds.

1578. **Marking.**—Each outside package must be plainly marked on top "SMOKELESS POWDER FOR SMALL ARMS."

1579. **Car.**—Shipments of smokeless powder for small arms in any quantity require a car to be certified and placarded, as prescribed by paragraphs 1661 and 1666.

Group 5.—Fulminate.

1591. **Packing.**—Fulminate of mercury in bulk must contain when packed not less than twenty-five (25) per cent. of water and must in this wet condition be placed in a bag made of heavy cotton cloth of close mesh equal in quality and weight to the cotton twill used for pockets in high-grade clothing. There must be placed inside the bag and over the fulminate a cap of the same cloth and of the diameter of the bag, and the bag must be tied securely and placed in a strong grain bag, which must in turn be tied securely and packed in the center of a cask or barrel in good condition and of the kind used for shipment of alcohol. The grain bag must not contain more than 150 pounds dry weight of fulminate, and it must be surrounded on all sides by tightly packed sawdust not less than six inches thick. The cask or barrel must be lined with a heavy close-fitting jute bag closed by secure sewing to prevent escape of sawdust. After the barrel is properly coopered it must be filled with water, the bung sealed; the barrel must be inspected carefully and all leaks stopped.

1592. **Marking.**—Each cask, or barrel, must be plainly marked "WET FULMINATE OF MERCURY—DANGEROUS."

1593. **Car.**—A car containing fulminate in any quantity must be certified and placarded as prescribed by paragraphs 1661 and 1666.

Group 6.—Ammunition.

SMALL-ARMS AMMUNITION.

1601. **Packing.**—Small-arms ammunition must be packed in pasteboard or other boxes, and these pasteboard or other boxes must be packed in strong outside boxes.

Small-arms ammunition, in pasteboard or other boxes and in quantity not exceeding a gross weight of seventy-five pounds, may be packed with non-explosive and non-inflammable articles, and with small-arms primers or percussion caps (see par. 1619), provided the shipment is certified (see par. 1668), and the outside package is marked as prescribed in paragraph 1602.

1602. **Marking.**—Each outside package or case must be plainly marked "SMALL-ARMS AMMUNITION."

1603. **Car.**—Small-arms ammunition may be shipped in any box car which is in good condition, without the placard prescribed by paragraph 1663.

AMMUNITION FOR CANNON.

1604. **Packing.**—Ammunition for cannon must be well packed and properly secured in strong boxes provided with cleats or handles.

1605. **Marking.**—Each outside package must be plainly marked "AMMUNITION FOR CANNON—EMPTY PROJECTILES," according as the projectiles do, or do not, contain a bursting charge.

1606. **Car.**—A car containing ammunition for cannon with explosive projectiles must be certified and placarded as prescribed by paragraphs 1661 and 1666. This is not required when projectiles are empty, but in this case cars must be protected by "INFLAMMABLE" placard, as prescribed by paragraph 1663.

EXPLOSIVE PROJECTILES.

1607. **Packing.**—Explosive projectiles must be packed in strong boxes, and each projectile must be properly secured. When the gross weight does not exceed 150 pounds the box must be provided with cleats or handles.

1608. **Weight.**—The gross weight of a box containing more than one projectile must not exceed 150 pounds.

1609. **Marking.**—Each exterior package must be plainly marked "EXPLOSIVE PROJECTILE," or "EMPTY PROJECTILE." No restrictions, other than proper marking, are necessary for the shipment of empty projectiles.

1610. **Car.**—For explosive projectiles in any quantity the car must be certified and placarded as prescribed by paragraphs 1661 and 1666.

BLASTING CAPS.

1611. **Packing.**—Blasting caps contain such a sensitive and dangerous explosive that very efficient packing is necessary.

Blasting caps must be packed in strong tin receptacles in which they must fit snugly, and the caps must be closed securely by teats projecting from a plate of suitable elastic material placed inside the box and over the caps. Not more than one hundred blasting caps must be packed in a single tin box. All separate tin boxes must be packed snugly in paper or pasteboard cartons, and these must be packed in an inside box made of sound lumber not less than three-eighths of an inch in thickness (except in cases where it is made of hard wood with reinforced corners, and the lid securely fastened down with at least four strong wires bound around the box, in which

case the lumber must not be less than three-sixteenths of an inch in thickness). This inside wooden box must then be packed in an outside box made of sound lumber not less than 1 inch in thickness and free from loose knots and cracks. Tightly packed sawdust or excelsior, at least 1 inch thick at all points, must separate the inside from the outside wooden box. More than 20,000 blasting caps must not be placed in one outside package.

If the outside box is to contain not more than 5,000 caps, the inside box may be omitted, and the outside box may be made of $\frac{1}{2}$ -inch lumber; but in this case the tin boxes in pasteboard cartons must be separated from the outside box at all points by at least 1 inch of tightly packed sawdust or excelsior. One tin box containing not more than 100 caps may be packed with safety fuse. (Par. 1648.)

Electric blasting caps must be packed in pasteboard cartons containing not more than 50 caps each. These cartons must be packed in a wooden box made of lumber not less than one-half inch in thickness.

All boxes containing more than 5,000 blasting caps or weighing more than 50 pounds, gross weight, must be provided with cleats or handles, and all lids must be securely fastened.

1612. **Weight.**—The gross weight of an outside package containing blasting caps or electric blasting caps must not exceed 150 pounds.

1613. **Marking.**—Each outside package must be plainly marked "BLASTING CAPS—HANDLE CAREFULLY," or "ELECTRIC BLASTING CAPS—HANDLE CAREFULLY." In addition each box must bear the marking "DO NOT STORE OR LOAD WITH ANY HIGH EXPLOSIVE."

1614. **Car.**—Certificate and placard as prescribed by paragraphs 1661 and 1666 are required for shipments of blasting caps in any quantity, except that a shipment of not more than 100 blasting caps may be transported in a box car in good condition without car certificate or placard.

DETONATING FUSES.

1615. **Packing.**—Detonating fuses must be packed in strong, tight boxes provided with cleats or handles, and each fuse must be well secured.

1616. **Weight.**—The gross weight of one outside package must not exceed 150 pounds.

1617. **Marking.**—Each outside package must be plainly marked "DETONATING FUSES—HANDLE CAREFULLY."

1618. **Car.**—A car containing detonating fuses in any quantity must be certified and placarded as prescribed by paragraphs 1661 and 1666.

PRIMERS, PERCUSSION AND TIME FUSES.

1619. **Packing.**—Primers, percussion and time fuses must be packed in strong, tight boxes, with special provision for securing individual packages of primers and fuses against movement in the box.

Small-arms primers, containing anvils, must be packed in cellular packages with partitions separating the layers and columns of primers, so that the explosion of a portion of the primers in the completed shipping package will not cause the explosion of all of the primers.

Percussion caps may be packed in metal or other boxes containing not

more than 500 caps, but the construction of the caps, and the kind and quantity of the explosives in each, must be such that the explosion of a part of the caps in the completed shipping package will not cause the explosion of all of the caps.

Small-arms primers and percussion caps may form a part of the gross weight of 75 pounds of small-arms ammunition that may be packed with other articles as authorized by paragraph 1601.

1620. **Weight.**—The gross weight of one outside package must not exceed 150 pounds.

1621. **Marking.**—Each outside box must be plainly marked "SMALL-ARMS PRIMERS—HANDLE CAREFULLY," or "PERCUSSION CAPS—HANDLE CAREFULLY," or "CANNON PRIMERS—HANDLE CAREFULLY," or "COMBINATION PRIMERS—HANDLE CAREFULLY," or "PERCUSSION FUSES—HANDLE CAREFULLY," or "COMBINATION FUSES—HANDLE CAREFULLY," etc.

1622. **Car.**—Primers, percussion and time fuses may be shipped in a box car, which is in good condition, without the placard prescribed by paragraph 1663.

Group 7.—Fireworks.

COMMON FIREWORKS.

1641. **Packing.**—Common fireworks must be in a finished state, exclusive of mere ornamentation, as supplied to the retail trade, and must be securely packed in strong, tight, spark-proof boxes.

1642. **Marking.**—Each outside package must be plainly marked "COMMON FIREWORKS—KEEP FIRE AWAY."

1643. **Car.**—Common fireworks may be shipped in a box car which is in good condition (par. 1663), but they must not be loaded in the same car with explosives or with inflammable articles (par. 1680).

A car containing any quantity of common fireworks must be protected by the "INFLAMMABLE" placard. (See par. 1663.)

SPECIAL FIREWORKS.

1644. **Packing.**—Special fireworks must be in a finished state, exclusive of mere ornamentation, as supplied to the retail trade, and must not contain a blasting cap or detonator. (See par. 1501 [f].) They must be securely packed in strong, tight, spark-proof boxes that comply with General Rules (d), (e) and (f), provided with cleats or handles.

1645. **Weight.**—The gross weight of one outside package containing special fireworks must not exceed 200 pounds.

1646. **Marking.**—Each outside package, if it contains special or a mixture of common and special fireworks, must be plainly marked "SPECIAL FIREWORKS—HANDLE CAREFULLY—KEEP FIRE AWAY."

1647. **Car.**—Special fireworks may be shipped in any box car which is in good condition (par. 1663), but they must not be loaded in the same car with explosives or inflammable articles (par. 1680). A car containing any quantity of special or other fireworks must be protected by the "INFLAMMABLE" placard. (See par. 1663.)

SAFETY FUSE AND SAFETY SQUIBS.

1648. Safety fuse and safety squibs, when properly boxed or packed in barrels, may be accepted for shipment and loaded in any car with any other kind of an explosive or inflammable substance or with other freight. If blasting caps are packed with safety fuse the outside package must be marked as prescribed by paragraph 1613. (See par. 1611.)

Section III.—Selection and Preparation of Cars.

1661. The safe transportation of explosives depends very largely upon the kind and condition of the car in which they are loaded. For the transportation of—

Black or brown powder,
High explosives,
Smokeless powder for small arms,
Fulminates,
Blasting caps,
Electric blasting caps,
Ammunition for cannon—explosive projectiles,
Explosive projectiles, or
Detonating fuses,

only certified and placarded box cars may be used. (See paragraphs 1662 and 1666.)

1662. Certified cars must be inspected inside and outside and must conform to the following specifications:

(a) Not less than 60,000 pounds capacity. Steel under-frame box cars or other box cars with friction draft gear should be used when available. On narrow-gauge and other railroads, all of whose freight cars are of less than 60,000 pounds capacity, explosives may be transported in cars of less than that capacity; provided the cars of greatest capacity and strength are used for this purpose.

(b) Must be equipped with air brakes and hand brakes in condition for service.

(c) Must have no loose boards or cracks in the roof, sides or ends.

(d) The door must be shut so closely that no sparks can get in at the joints, and, when necessary, they must be stripped. The stripping for flush doors should be on the inside and nailed to the door frame, where it will form a shoulder against which the closed door is pressed. The opening under the doors should be similarly closed.

(e) The journal boxes and trucks must be carefully examined and put in such condition as to reduce to a minimum the danger of hot boxes or other failure necessitating the setting off of the car before reaching destination. The lids or covers of journal boxes must be in place.

(f) The car must be carefully swept out before it is loaded. Holes in the floor or lining must be repaired and special care taken to have no projecting nails or bolts or exposed pieces of metal which may work loose or produce holes in packages of explosives during transit.

(g) When the car is to be fully loaded with explosives or when explosives are loaded over exposed draft bolts or king-bolts, these bolts must have short pieces of solid, sound wood (2-inch plank), spiked to the floor over

them to prevent possibility of their wearing into the packages of explosives.

(h) The roof of the car must be carefully inspected from the outside for decayed spots, especially under or near the running board, and such spots must be covered to prevent their holding fire from sparks. A car with a roof generally decayed, even if tight, must not be used.

(i) When explosives are to be carried in a "way car" one should be selected with flush doors in good condition or with doors fitting so tightly that stripping will not be necessary.

(k) The carrier must have car examined to see that it is properly prepared, and must have a "Car Certificate" signed in triplicate upon the prescribed form (paragraph 1665), before permitting the car to be loaded.

(l) Cars not in proper condition, as above specified, must not be furnished to the shipper or used for the transportation of explosives.

1663. Carload or less than carload lots of—

Small-arms ammunition,
Primers,
Percussion fuses,
Time or combination fuses,
Ammunition for cannon—empty projectiles,
Smokeless powder for cannon, or
Fireworks,

may be loaded in any box car which is in good condition, into which sparks cannot enter, and whose roof is not in danger of taking fire through unprotected decayed wood. These cars may be used without being certified and placarded as prescribed by paragraphs 1661 and 1666, but cars containing—

Ammunition for cannon—empty projectiles,
Smokeless powder for cannon, or
Fireworks,

must be protected by the "INFLAMMABLE" placard (see par. 1940) and the doors must be stripped when necessary.

PLACARDING OF CARS AND CERTIFICATION OF CONTENTS.

1664. Uniform practice is important, and the prescribed forms of car certificates and placards must be used.

1665. Car Certificate.—The following certificate (prescribed by paragraph 1662k), printed on strong tag board, measuring 7x7 inches, must be duly executed in triplicate by the carrier, and by the shipper if he load the shipment. The original must be filed by the carrier at the forwarding station, and the other two must be attached to the outside of the car doors, one on each side, the lower edge of the certificate 4 ½ feet above the floor level.

CAR CERTIFICATE.

..... Station, 19....

I hereby certify that I have this day personally examined.....
car No., and that the roof and sides have no loose boards, holes or cracks, or unprotected decayed spots liable to hold sparks and start a fire; that the king-bolts or drafts bolt are properly protected, and that there are no uncovered irons or nails projecting from the floor or sides of the car which might injure packages of explosives; also, that the floor is in good con-

dition and has this day been cleanly swept before the car was loaded; that I have examined all the axle boxes, and that they are properly covered, packed and oiled, and that the air brakes and hand brakes are in condition for service.

.....
Railway Employee Inspecting Car.

No. 2.

.....19....

I hereby certify that I have this day personally examined the above car, that the floor is in good condition and has been cleanly swept, and that the roof and sides have no loose boards, holes, cracks or unprotected decayed spots liable to hold sparks and start a fire; that the king-bolts and draft bolts are protected, and that there are no uncovered irons or nails projecting from the floor or sides of the car which might injure packages of explosives; that the explosives in this car have been loaded and stayed, and that the car has been placarded according to paragraphs 1661, 1666, and 1674 to 1683, inclusive, of the Regulations for the Transportation of Explosives prescribed by the Interstate Commerce Commission; that the doors fit so tightly or have been stripped so that sparks cannot get in at the joints or bottom.

.....
Shipper or Duly Authorized Agent.

.....
Railway Employee Inspecting, Loading and Staying.

Note.—Both certificates must be signed. Certificate No. 1 by the representative of the carrier. For all shipments loaded by the shipper, he, or his authorized agent, and the representative of the carrier, must sign certificate No. 2. When the car is not loaded by the shipper, certificate No. 2 must be signed only by the representative of the carrier. A shipper should decline to use a car not in proper condition.

1666. Placard.—Each car containing any of the explosives specified in paragraph 1661, and in any quantities, must be protected by attaching to the outside of the car on both sides and ends, the lower edge 4½ feet above the car floor, a standard placard, 12x14 inches, on which will appear in conspicuous red and black printing, on strong tagboard, the following notice:

EXPLOSIVES
(To be printed in red.)

HANDLE CAREFULLY—KEEP FIRE AWAY.
(To be printed in red.)

.....Station,19..

Condensed Rules for Handling This Car.

1. This car must not be placed in a passenger train; nor in a mixed train, if avoidable.

2. Cars containing explosives must be near center of train and may be together if desired; must be at least fifteen cars from engine and ten cars from caboose when length of train will permit.

3. Cars containing explosives must be placed between box cars which

are not loaded with inflammable articles, charcoal, cotton, acid, lumber, iron, pipe or other articles liable to break through end of car from rough handling.

4. A steel underframe car containing explosives may be placed between steel hopper cars in train.

5. The air and hand brakes on this car must be in service.

6. In shifting have a car between this car and engine whenever possible, and do not cut this car off while in motion.

7. Avoid all shocks to this car and couple carefully.

8. Avoid placing it near a positive source of fire.

9. Engines on parallel tracks must not be allowed to stand opposite or near this car when it can be avoided.

Agents at destination and transfer stations, yardmasters and conductors are responsible that these cards are removed from car as soon as the explosives are unloaded.

1667. A car containing any of the explosives (as prescribed in paragraph 1661), must not be permitted to leave a station or siding without having the certificates and placard prescribed in paragraphs 1665 and 1666 securely and properly affixed.

1668. **Shippers' Certificate.**—Before any package containing one or more of the following articles:

- Black or brown powder,
- High explosives,
- Smokeless powder for cannon,
- Smokeless powder for small-arms,
- Fulminates,
- Small-arms ammunition,
- Ammunition for cannon—explosive projectiles,
- Ammunition for cannon—empty projectiles,
- Explosive projectiles,
- Empty projectiles,
- Detonating fuses,
- Blasting caps,
- Electric blasting caps,
- Primers (naming kind),
- Percussion fuses,
- Time or combination fuses,
- Common or special fireworks,
- Safety fuse, or
- Safety squibs,

can be accepted, the shipper must prepare and deliver to the carrier a shipping order on which each article is entered under its proper name, as specified in this paragraph, and over the signature of shipper or his duly authorized agent, must be printed, written or stamped, and made part of the shipping order, the following certificate:

This is to certify that the above articles are properly described by name and are packed and marked and are in proper condition for transportation, according to the regulations prescribed by the Interstate Commerce Commission.

The carrier must see that the shipment is properly described, and that the correct gross weight is given on the revenue waybill. The carrier must

also cause to be written or stamped on the face of the card and revenue waybill:

"Shippers' Certificate on File with Initial Carrier."

The card waybill, for a car containing any quantity of the explosives named in paragraph 1661, must also have plainly stamped across the top the word "EXPLOSIVES."

1669. The carrier must see that the shipping order for explosives is kept at stations where the shipments originate on a separate file, together with all original car certificates that pertain to that station. The duplicate and triplicate car certificates taken from cars unloaded at any station may be destroyed if there are no violations of these regulations to report. (See paragraph (g), General Rules.)

SHIPMENTS FROM CONNECTING LINES.

1670. Cars containing explosives, as specified in paragraph 1661, which are offered by connecting lines, must be carefully inspected, without unnecessary disturbance of lading, by the receiving line, to see that these regulations have been complied with, and the car must not be forwarded until all discovered violations are corrected.

Shipments of explosives offered by connecting steamship lines must comply with these regulations, and revenue waybill must bear the endorsements prescribed by paragraph 1668.

HANDLING OF EXPLOSIVES.

1671. In handling packages of explosives at stations and in cars the greatest care must be taken to prevent their falling or getting shocks. They must not be thrown, dropped nor rolled.

1672. The carrier must choose careful men to handle explosives, must see that the platform and the feet of the men are as free as possible from grit, and must take all possible precautions against fire. Unauthorized persons must not be allowed to have access to explosives at any time while they are in the custody of the carrier. Suitable provision must be made, outside of the station, when practicable, for the safe storage of explosives, and every effort possible must be made to reduce the time of this storage. Prompt removal by consignee must be enforced, to avoid unnecessary danger.

1673. Shipments of high explosives and powder should not be unloaded at a non-agency station unless the consignee is there to receive them; or unless satisfactory storage facilities are provided at that point for their protection.

LOADING IN CAR.

1674. Boxes of explosives when loaded in the car must rest on their bottoms. A car must not contain more than 70,000 pounds gross weight of explosives. This limit does not apply to shipments of ammunition.

1675. Explosives packed in round kegs, except when boxed, must be loaded on their sides with heads towards ends of the car; and they must not be placed in the space opposite the doors unless the doorways are boarded on the inside as high as the lading.

Large casks, barrels or drums may be loaded on their sides or ends as will best suit the conditions.

1676. Packages containing any of the explosives for the transportation of which a certified and placarded car is prescribed (paragraph 1661), must be stayed (blocked and braced) by whoever loads the car, to prevent change of position by the ordinary shocks incident to transportation. Special care must be used to prevent them from falling to the floor or from having anything fall on them during transit. To prevent delays to way-freight trains, when there is more than one shipment of explosives loaded in a "peddle" or "way" car, each shipment should be stayed separately. If the staying is broken down to unload a shipment of explosives the remaining packages must be restayed.

1677. Detonating fuses or blasting caps, or electric blasting caps, must not be loaded in a car or stored with high explosives of any kind, including explosive projectiles, nor with wet nitro-cellulose, nor with smokeless powder for small arms.

1678. Fulminates in bulk must not be loaded with any explosive or inflammable article.

1679. When necessary, detonating fuses may be assembled in explosive projectiles shipped by the United States Government.

1680. Fireworks must not be loaded in the same car with any other explosive or inflammable substance, except small-arms ammunition, primers, percussion fuses, time or combination fuses, safety fuse and safety squibs.

1682. (Amended—order March 18, 1910—effective April 22, 1910.) Explosives covered by these regulations, other than small-arms ammunition, primers, percussion fuses, safety fuses, and safety squibs, must not be transported in the same car with, nor stored on railway property near any one of the dangerous articles covered by the Regulations for the Transportation of Inflammable Articles and Acids approved by The American Railway Association and on file with the Interstate Commerce Commission.

When practicable, certain and separate days should be assigned for receiving from shippers less than carload lots of explosives.

1683. In a car containing explosives all packages of other freight must be so loaded and stayed as to prevent all injury of packages of explosives during transit. When it is possible, explosives should be loaded so as to avoid transfer stations.

HANDLING CARS CONTAINING EXPLOSIVES.

1684. Cars containing explosives must not be hauled in a passenger train; nor in a mixed train when this can be avoided. The phrase "cars containing explosives," as used in this and subsequent paragraphs, excepting paragraph 1697, refers to the explosives specified in paragraph 1661. This does not apply to explosives lawfully transported in a baggage or express car in a passenger train in accordance with the above order.

1685. **Expediting Shipments of Explosives.**—Every possible effort must be made to expedite the movement of cars containing explosives.

1686. **In Through Road Trains.**—Cars containing explosives must be placed near the center of the train, and two or more such cars may be placed together if desired. They must be at least fifteen (15) cars from the engine and ten (10) cars from the caboose when length of train will permit.

Such cars must be placed between box cars which are not loaded with inflammable articles, charcoal, cotton, acid, lumber, iron, pipe or other articles liable to break through end of car from rough handling.

When explosives are loaded in steel underframe cars, such cars may be placed in train between steel hopper cars. All cars containing explosives must have air and hand brakes in service.

1687. In Shifting and Local Freight Trains.—Cars containing explosives must be coupled in the air service and placed as near the center of the train as possible.

1688. Handling in Yards.—When handling cars containing explosives in yards or on sidings, they must, unless it is practically impossible, be coupled to the engine protected by a car between, and they must never be cut off while in motion.

They must be coupled carefully and all unnecessary shocks must be avoided. Other cars must not be allowed to strike a car containing explosives. They must be so placed in yards or on sidings that they will be subject to as little handling as possible, removed from all danger of fire, and, when avoidable, engines on parallel tracks must not be allowed to stand opposite or near them.

1689. Under no circumstances must a car known to require the "EXPLOSIVES" placard be taken from a station, including transfer stations, or a siding, unless it is properly carded as per paragraphs 1661 and 1666, nor unless the car is in proper condition.

1690. When a car containing explosives is in a train, the carrier must make proper provisions for notifying its train and engine employees of the presence and location of such car in the train before leaving the initial station.

1691. Such cars must be frequently inspected to see that the carding is intact. Whenever any of these cards become detached or lost in transit they must be replaced on arrival at the next division terminal yard.

1692. Unless otherwise arranged for, when a car containing explosives is to be transferred, unloaded or stored for any purpose, at a given junction, station or yard, the carrier must provide for due notice to such station, by wire, of the probable time of arrival and the number of cars (not car numbers), in order that proper provision may be made at that point for handling the same.

1693. At points where trains stop cars containing explosives and adjacent cars must be examined to see if they are in good condition and free from hot boxes or other defects liable to cause damage. If cars containing explosives are set out short of destination for any cause, the carrier must arrange that proper notice be given to prevent accident.

1694. Whenever a car containing explosives is opened for any purpose, inspection must be made of the packages of explosives to see that they are properly stayed and in good condition, and that no box of dynamite is standing on its end or side. Upon the discovery of leaking dynamite or loose powder the defective packages must be carefully removed to a safe place. Loose powder or other explosives must be swept up and carefully removed. If the floor is wet with nitroglycerin, the car is unsafe to use, and a local inspector of the Bureau of Explosives should be immediately called to superintend the thorough mopping and washing of the floor with a warm, saturated solution of concentrated lye or sodium carbonate. If necessary, the car must

be placed on an isolated siding and proper notice given. (See paragraphs 1534 and 1535.)

1695. The certificates and placards in paragraphs 1665 and 1666 must be removed from the car as soon as the explosives are unloaded.

1696. Carriers must see that all shippers of explosives in their territory are furnished with copies of these regulations.

IN CASE OF A WRECK.

1697. In case of a wreck involving a car containing explosives, the first and most important precaution is to prevent fire. Although most of the group, "high explosives," may burn in small amounts quietly and without causing a disastrous explosion, yet everything possible must be done to keep fire away. Before beginning to clear a wreck in which a car containing explosives is involved, all unbroken packages should be removed to a place of safety, and as much of the broken packages as possible gathered up and likewise removed, and the rest saturated with water. Many explosives are readily fired by a blow or by a spark produced when two pieces of metal or a piece of metal and a stone come violently together. In clearing a wreck, therefore, care must be taken not to strike fire with tools, and in using the crane or locomotive to tear the wreckage in pieces the possibility of producing sparks must be considered. With most explosives thorough wetting with water practically removes all danger of explosion by spark or blow; but with the dynamites wetting does not make them safe from blows. With all explosives mixing with wet earth renders them safer from either fire, spark or blow. In case "fulminate" has been scattered by a wreck, after the wreck has been cleared the top surface of the ground should be removed, and after saturating the area with oil, replaced by fresh earth. If this is not done, when the ground and fulminate become dry, small explosions may occur when mixed material is trodden on or struck.

1940. A white placard, of diamond shape, printed on strong tagboard, measuring 15 inches on each diagonal, and bearing in red and black letters the following inscription, "INFLAMMABLE — KEEP LIGHTS AND FIRES AWAY—HANDLE CAREFULLY," must be placed on each outside end and side of a car containing any quantity of smokeless powder for cannon, or ammunition for cannon with empty projectiles, or fireworks.

ROBERT R. PRENTIS,
Chairman.

JOS. E. WILLARD,
WM. F. RHEA,
Commissioners.

Attest: ,

R. T. WILSON, *Clerk.*

Certified to Superintendent of Public Printing for publication according to law, first insertion to be made Wednesday, December 29, 1909, by order of the State Corporation Commission.

R. T. WILSON, *Clerk.*

December 23, 1909.

Rules and Regulations for the Transportation of Explosives and Other Dangerous Articles by Express.

(For Regulations governing Transportation of Explosives other than by Express, see page 233).

CITY OF RICHMOND, *May* 21, 1912.

By authority of Section twenty of Chapter III of the act entitled "An Act Concerning Public Service Corporations," approved January 18, 1904, the Commission hereby orders and prescribes that the following rules and regulations shall govern and be binding upon all common carriers, whether incorporated or not incorporated, engaged in the transportation of explosives and other dangerous articles by express in intrastate commerce in Virginia.

Such rules and regulations and this order shall be effective on the first day of July, 1912.

It is further ordered that the Clerk of the Commission do certify such rules and regulations to the Superintendent of Public Printing for publication according to law.

GENERAL RULES.

1. Express carriers that are subject to the Act concerning Public Service Corporations must make the prescribed regulations effective, and must provide for the thorough instruction of their employes therein, and shippers must properly acquaint themselves therewith. Express carriers must not receive shipments of articles defined as dangerous by these regulations when the shipments are not packed, marked, labeled, described and certified as prescribed herein. Explosives and dangerous articles, the transportation of which by passenger trains is prohibited by law, must not be shipped. The method of manufacturing and packing of articles defined as dangerous by these regulations, so far as it affects safe transportation, must be open to inspection by a duly authorized representative of the initial carrier, or of the Bureau of Explosives of the American Railway Association, hereinafter called "Bureau of Explosives."

2. All shipments of articles defined as dangerous by these regulations, offered for transportation by express in intrastate commerce, must be properly described by the shipper, and the proper name of the dangerous article must be marked on the outside of the package, in addition to the labels required herein, except when the name of the dangerous article is shown on the label prescribed therefor. Articles for which detailed instructions for packing are not given herein must be securely packed in containers strong enough to stand without rupture or leakage of contents the shocks incident to reasonably careful handling during transit.

GROUPING.

3. For transportation by express, explosives and other dangerous articles are divided into the following groups: 1. Forbidden articles. 2. Permitted explosives. 3. Inflammable liquids. 4. Inflammable solids. 5. Oxidizing materials. 6. Acids and corrosive liquids. 7. Compressed gases.

Group 1.—Forbidden Articles.

4. The following articles must not be shipped by express, except as provided in "Group 2—Permitted Explosives."

(a) Black powder.

(b) High explosives, including nitroglycerin explosives, chlorate powders, nitrate of ammonia powders, dry picric acid, dry picrates, dry nitrocellulose (gun cotton, negative cotton), dry nitrostarch or dry tri-nitrotoluol.

(c) Smokeless powder for cannon.

(d) Smokeless powder for small arms, except in ammunition for small arms.

(e) Fulminate of mercury or of any other metal, except in manufactured products not forbidden.

(f) Blasting caps, including electric blasting caps.

(g) Ammunition for cannon, with or without projectiles.

(h) Detonating fuzes.

(i) Explosive projectiles.

(j) Liquid nitroglycerin.

(k) Fireworks that combine an explosive and a detonator or blasting cap.

(l) Fireworks containing a match tip or head, or similar igniting point or surface, unless each such individual tip, head, igniting point or surface is entirely covered and securely protected from accidental contact or friction with any other surface.

(m) Fireworks that ignite spontaneously when subjected for 48 consecutive hours in the presence of moisture to the temperature of boiling water.

(n) Firecrackers whose dimensions exceed 5 inches in length or $\frac{3}{4}$ inch in diameter, or whose explosive charges exceed 45 grains each in weight.

(o) Toy torpedoes or caps exceeding $1\frac{1}{4}$ inches in diameter or containing more than an average of 35-100 of a grain of explosive composition per cap.

(p) Fireworks that can be exploded en masse by a commercial detonator placed in one of the units, or by impact of a rifle bullet, or otherwise.

(q) Explosives or other dangerous articles properly condemned by the Bureau of Explosives.

(r) Outside packages containing in the same compartment interior packages the mixtures of whose contents would be liable to cause a dangerous evolution of heat, gas or corrosive materials.

(s) Cylinders containing gases capable of combining chemically.

(t) Packages containing a dangerous article in a leaky condition, or in such an insecure condition as to make leakage probable during transit.

(u) Cotton waste or cotton rags oily with linseed oil.

(v) Boxes that have been previously used for high explosives must not be again used for shipments of any character.

(w) Carbon bisulphide, celluloid scrap, charcoal screenings, and white or yellow phosphorous.

Group 2.—Permitted Explosives.

5. The following explosives may be accepted for transportation by express, when offered in compliance with these regulations:

(a) Samples of explosives for laboratory examination when properly packed and not exceeding a net weight of $\frac{1}{2}$ pound for each sample, and not exceeding 20 such samples at one time in a single vessel or vehicle. (See pars. 4, 6, and 14.)

(b) Small-arms ammunition.

(c) Small-arms primers.

(d) Cannon primers.

(e) Percussion fuzes, including tracer fuzes.

(f) Time or combination fuzes.

(g) Safety fuse.

(h) Safety squibs.

(i) Common fireworks and special fireworks, except when forbidden. (See par. 4.)

DEFINITIONS OF PERMITTED EXPLOSIVES.

6. The only samples of explosives that can lawfully be shipped by express are those intended for examination in a chemical laboratory.

7. Small-arms ammunition (such as is used in sporting or fowling pieces, or in rifle, pistol practice, etc.), consists usually of a paper or metallic shell, the primer and powder charge—with or without shot or bullet—the materials necessary for one firing being all in one piece.

8. Percussion and time fuzes and primers are devices used to ignite the black powder bursting charges of projectiles, or the powder charges of ammunition. For small arms ammunition the primers are usually called "small-arms primers" or "percussion caps." Percussion tracer fuzes consist of a device which is attached to a projectile and contains a slow-burning composition, to show the flight of projectiles at night.

9. Safety fuse consists ordinarily of a core of mealed black powder, which is surrounded by yarn, tape, pitch, rubber, etc.

10. Safety squibs are small paper tubes containing a small quantity of black powder, one end of each tube being twisted and generally tipped with sulphur.

11. Fireworks include everything that is designed and manufactured primarily for the purpose of producing a visible or audible pyrotechnic effect by combustion or by explosion. They consist of common fireworks and special fireworks.

12. Common fireworks include all that depend principally upon nitrates to support combustion and not upon chlorates; that contain no phosphorus and no high explosive sensitive to shock or friction; that produce their effect through color display rather than by loud noises. If noise is the principal object, the units must be small and of such nature and manufacture that they will explode separately and harmlessly, if at all, when one unit is ignited in a packing case. They must not be designed for ignition by shock or friction. Examples are Chinese firecrackers, Roman candles, pin wheels, colored fires, rockets, serpents, railway fusees, flash powders, etc.

13. Special fireworks include all that contain any quantity of phosphorus, a fulminate or other high explosive sensitive to shock or friction; or

that contain units of such size that the explosion of one while being handled would produce a serious injury; or that require a special appliance or tool, mortar, holder, etc., for their safe use; or that are designed for ignition by shock or friction. Examples are giant firecrackers, bombs, and salutes not forbidden by paragraph 4, toy torpedoes and caps, ammunition pellets fired in a special holder, railway torpedoes, etc.

PACKING AND MARKING OF PERMITTED EXPLOSIVES.

• Samples for Laboratory Examination.

14. **Packing.**—Samples of explosives for laboratory examination must be placed in well-secured metal cans or glass bottles or in strong waterproof paper or cardboard packages containing not more than one-half pound each, and the interior package must be placed in dry sawdust or similar cushioning material in a strong and tight wooden box, with ends not less than 1 inch thick, and top, bottom and sides not less than $\frac{1}{2}$ inch thick when a nailed box is used, or with ends, top, bottom and sides not less than $\frac{1}{2}$ inch thick when of lock-cornered construction.

15. **Weight.**—Not more than 20 half-pound samples of explosives for laboratory examination may be placed in one outside box or transported at one time.

16. **Marking.**—Each outside package containing samples of explosives for laboratory examination must have securely and conspicuously attached to it a square red certificate label measuring 4 inches on each side and bearing in black letters the following:

Red label for samples of explosives (reduced size.)

<p>EXPLOSIVE</p> <hr style="width: 20%; margin: 5px auto;"/> <p>Sample for Laboratory Examination</p> <hr style="width: 20%; margin: 5px auto;"/> <p>HANDLE CAREFULLY KEEP FIRE AWAY</p> <hr style="width: 20%; margin: 5px auto;"/> <p>This is to certify that the above articles are properly described by name and are packed and marked and are in proper condition for transportation, according to the regulations prescribed by the Inter- state Commerce Commission.</p> <p>..... (Shippers' Name.)</p>
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Small-arms Ammunition, Primers, Fuzes, Safety Fuse, and Safety Squibs.

17. **Packing.**—Small-arms ammunition must be packed in pasteboard or other boxes, and these pasteboard or other boxes must be packed in

strong outside boxes. Small-arms ammunition, in pasteboard or other boxes and in quantity not exceeding a gross weight of 75 pounds, may be packed with non-explosive and non-inflammable articles, and with small-arms primers or percussion caps, provided the shipment is certified and the outside package is plainly marked "SMALL-ARMS AMMUNITION."

18. Primers and percussion and time fuzes must be packed in strong, tight, wooden boxes, with special provision for securing individual packages of primers and fuzes against movement in box.

19. Small-arms primers containing anvils must be packed in cellular packages with partitions separating the layers and columns of primers, so that the explosion of a portion of the primers in the completed shipping package will not cause the explosion of all of the primers.

20. Percussion caps may be packed in metal or other boxes containing not more than 500 caps, but the construction of the cap and the kind and quantity of explosives in each must be such that the explosion of a part of the caps in the completed shipping package will not cause the explosion of all of the caps.

21. Small-arms primers and percussion caps may form a part of the gross weight of 75 pounds of small-arms ammunition that may be packed with other articles as authorized by paragraph 17.

22. Safety fuse and safety squibs must be packed in strong, tight wooden boxes or barrels.

23. Weight.—The gross weight of one outside package containing small-arms ammunition, primers, percussion caps, or percussion or time fuzes must not exceed 150 pounds.

24. Marking.—Each outside box must be plainly marked "SMALL-ARMS AMMUNITION," or "SMALL-ARMS PRIMERS—HANDLE CAREFULLY," or "PERCUSSION CAPS—HANDLE CAREFULLY," or "CANNON PRIMERS—HANDLE CAREFULLY," or "COMBINATION PRIMERS—HANDLE CAREFULLY," or "PERCUSSION FUZES—HANDLE CAREFULLY," or "COMBINATION FUZES—HANDLE CAREFULLY," or "PERCUSSION TRACER FUZES—HANDLE CAREFULLY," or "SAFETY FUSE," or "SAFETY SQUIBS," etc.

25. (a) Packing.—Common fireworks must be in a finished state, exclusive of mere ornamentation, as supplied to the retail trade, and must be securely packed in strong, tight, spark-proof wooden boxes or barrels and each outside package must be plainly marked "COMMON FIREWORKS—KEEP FIRE AWAY."

(b) Special fireworks must be in a finished state, exclusive of mere ornamentation, as supplied to the retail trade, and must not contain forbidden explosives. (See par. 4.) They must be packed in strong, tight, spark-proof wooden boxes or barrels.

Lock-corner boxes must be made of sound lumber and the thickness must not be less than $\frac{3}{8}$ inch for a gross weight of 30 pounds or under; and for a gross weight exceeding 30 pounds and not exceeding 65 pounds the ends must not be less than 9-16 inch., with sides, tops, and bottom $\frac{3}{8}$ inch thick. When the gross weight exceeds 65 pounds the ends must be battened.

If nailed boxes are used of the same thickness of lumber specified for lock-corner boxes, horizontal and vertical cleats not less than $\frac{3}{4}$ of the thickness of the ends and not less than $1\frac{1}{8}$ inches wide must be used on the ends; or in

the absence of such cleats, the tops, sides, and bottoms must be thicker by 3-16 inch and the ends thicker by $\frac{1}{4}$ inch than specified for lock-corner boxes.

All boxes must be tongued and grooved.

26. **Weight.**—The gross weight of one outside package containing special fireworks must not exceed 100 pounds, and the gross weight of a package containing toy torpedoes must not exceed 65 pounds.

27. **Marking.**—All outside boxes or barrels containing special fireworks or a mixture of common and special fireworks must be spark-proof and must be plainly marked "SPECIAL FIREWORKS—HANDLE CAREFULLY—KEEP FIRE AWAY."

28. **Label.**—Each outside package containing common or special fireworks must have securely and conspicuously attached to it a square red certificate label measuring 4 inches on each side and bearing in black letters the following:

Red label for fireworks (reduced size).

<p>FIREWORKS</p> <hr style="width: 20%; margin: 5px auto;"/> <p>HANDLE CAREFULLY KEEP FIRE AWAY DO NOT DROP NOR THROW</p> <hr style="width: 20%; margin: 5px auto;"/> <p>This package must not be loaded or stored near steam pipes or other source of heat</p> <hr style="width: 20%; margin: 5px auto;"/> <p>This is to certify that the above articles are properly described by name and are packed and marked and are in proper condition for transportation, according to the regulations prescribed by the Interstate Commerce Commission.</p> <p>..... (Shipper's Name.)</p>
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DEFINITIONS OF DANGEROUS ARTICLES OTHER THAN EXPLOSIVES.

Group 3.—Inflammable Liquids—Red Label.

29. This group includes any liquid or liquid mixture that gives off inflammable vapors (as determined by flash point from Tagliabue's open cup tester as used for test of burning oils) at or below a temperature of 80° F.

Group 4.—Inflammable Solids—Yellow Label.

30. This group includes all substances other than those classified as explosives that are liable under conditions incident to transportation to cause fires by self-ignition through friction, through concussion, through absorption of moisture, or through spontaneous chemical changes.

Group 5.—Oxidizing Materials—Yellow Label.

31. This group includes all substances such as chlorates, permanganates, peroxides, and nitrates, that yield oxygen readily to stimulate the combustion of organic matter.

Group 6.—Acids and Corrosive Liquids—White Label.

32. This group includes the strong mineral acids and other strongly corrosive liquids that are liable to cause fires when mixed with chemicals or with organic matter, or are liable, in case of leakage from their shipping containers, to damage other freight materially.

Group 7.—Compressed Gases—Red or Light Green (Gas) Label.

33. This group includes all inflammable or non-inflammable gases assembled for shipment under a pressure exceeding 25 pounds per square inch.

Other Dangerous Articles.

34. (a) The list following shows the names of well-known articles, other than explosives, that are dangerous, the kind of label required on outside packages, and the quantity that may be shipped in one outside package by express.

(b) When a shipment described by and marked with a name not in the following list is defined as a dangerous one by paragraphs 29, 30, 31, 32 and 33, the shipper must inform the express carrier of the fact by use of the proper label, and must give the certificate prescribed herein.

(c) When articles other than explosives that are not dangerous under the regulations are described by names in the following list marked with (*), the shipper must plainly mark or stencil on each outside package containing such articles the words "NOT DANGEROUS," or affix a white rectangular label measuring 2 by 4 inches, bearing in black letters the words "NOT DANGEROUS."

(d) When dangerous articles other than explosives requiring red labels are shipped in the same outside package with dangerous articles requiring yellow or white labels, the outside package must be labeled with the red label only. The marking and description must be that of the inflammable liquid present in largest quantity.

(e) When several dangerous articles are placed in one outside package without violating these regulations, the combined quantity of any one group must not exceed the lowest limit prescribed for any one of the articles of that group that is included.

LIST OF DANGEROUS ARTICLES OTHER THAN EXPLOSIVES.

NAMES OF DANGEROUS ARTICLES.	Group names and flash points: Inf. L.—Inflammable liquid. Inf. S.—Inflammable solid. Oxi. M.—Oxidising material. Cor. L.—Corrosive liquid. Comp. G.—Compressed gas.		Kind of Label Required.	Maximum quantity which may be shipped in one outside package, subject to requirements as to packing (see para. 35 to 59, inclusive.)
1	2		3	4
		°F.		
Acetate, amyl.....	Inf. L.....	70-95	Red.....	5 gallons.
Acetate, ethyl.....	Inf. L.....	40	Red.....	5 gallons.
Acetate, methyl.....	Inf. L.....	40	Red.....	5 gallons.
Acetone(ethyl methyl ketone)	Inf. L.....	35	Red.....	5 gallons.
Acid, hydrochloric (muriate).....	Cor. L.....		White.....	1 quart (3 pounds).
Acid, hydrofluoric.....	Cor. L.....		White.....	1 quart (3 pounds).
Acid, nitrating (mixed acid).....	Cor. L.....		White.....	1 quart (3 pounds).
Acid, nitric.....	Cor. L.....		White.....	1 quart (3 pounds).
Acid, sulphuric.....	Cor. L.....		White.....	1 quart (3 pounds).
Alcohol.....	Inf. L.....	57-65	Red.....	5 gallons.
Alcohol, denatured.....	Inf. L.....	40-60	Red.....	5 gallons.
Alcohol, wood.....	Inf. L.....	45	Red.....	5 gallons.
Ammonium perchlorate.....	Oxi. M.....		Yellow.....	25 pounds.
*Asphaltum paint.....	Inf. L.....	0-80	Red.....	12 gallons (see par. 38).
*Asphaltum varnish.....	Inf. L.....	0-80	Red.....	12 gallons (see par. 38).
Barium, chlorate of.....	Oxi. M.....		Yellow.....	25 pounds.
Barium, nitrate of.....	Oxi. M.....		Yellow.....	25 pounds.
Barium peroxide.....	Oxi. M.....		Yellow.....	1 pound.
Barium dioxide.....	Oxi. M.....		Yellow.....	1 pound.
Batteries, charged storage.....	Cor. L.....		White.....	No limit.
Benzole (benzene).....	Inf. L.....	20	Red.....	1 gallon.
Benzine.....	Inf. L.....	† 0	Red.....	1 gallon.
Bromine.....	Cor. L.....		White.....	1 quart (3 pounds).
Bronzing liquid.....	Inf. L.....	0-70	Red.....	5 gallons (see par. 37).
Calcium phosphide.....	Inf. S.....		Yellow.....	1 pound.
Cement, leather.....	Inf. L.....	† 0	Red.....	1 gallon.
*Cement, liquid, n. o. s.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
*Cement, roofing.....	Inf. L.....	0-80	Red.....	5 gallons (see par. 37).
Cement, rubber.....	Inf. L.....	† 0	Red.....	1 gallon.
Charcoal, ground or pulverized.....	Inf. S.....		Yellow.....	100 pounds.
Charcoal, lump.....	Inf. S.....		Yellow.....	100 pounds.
*Chemicals.....	Inf. L.....		Red.....	See par. 37.
*Chemicals.....	Inf. S.....		Yellow.....	See par. 40.
*Chemicals.....	Oxi. M.....		Yellow.....	See par. 48.
*Chemicals.....	Cor. L.....		White.....	See par. 51.
Chloride of sulphur.....	Cor. L.....		White.....	1 quart (3 pounds).
*Coal-tar distillate.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
Collodion.....	Inf. L.....	† 0	Red.....	1 gallon.
Cologne spirits (alcohol).....	Inf. L.....	60	Red.....	5 gallons.
Columbian spirits (alcohol, wood).....	Inf. L.....	45	Red.....	5 gallons.
*Compounds, cleaning, liquid.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
*Compounds, paint or varnish removing, liquid.....	Inf. L.....	0-80	Red.....	5 gallons (see par. 37).
*Compounds, polishing, liquid.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
*Compounds, type cleansing, liquid.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
*Compounds, vulcanising, liquid.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
*Compounds, vulcanising, liquid.....	Cor. L.....		White.....	1 quart.
Compressed gas:				
Acetylene, including "empty" cylinders that contain an inflammable solvent.....	Comp. G.....		Red (gas).....	No limit.
Air, compressed.....	Comp. G.....		Green (gas).....	No limit.
Air, liquid.....	Comp. G.....		Green (gas).....	No limit.
Anhydrous ammonia.....	Comp. G.....		Green (gas).....	No limit.
Blaugas.....	Comp. G.....		Red (gas).....	No limit.
Carbonic acid.....	Comp. G.....		Green (gas).....	No limit.
Chlorine.....	Comp. G.....		Green (gas).....	No limit.
Dental.....	Comp. G.....		Green (gas).....	No limit.

LIST OF DANGEROUS ARTICLES OTHER THAN EXPLOSIVES.

NAMES OF DANGEROUS ARTICLES.	Group names and flash points: Inf. L.—Inflammable liquid. Inf. S.—Inflammable solid. Oxi. M.—Oxidising material. Cor. L.—Corrosive liquid. Comp. G.—Compressed gas.		Kind of Label Required.	Maximum quantity which may be shipped in one outside package, subject to requirements as to packing (see pars. 35 to 59, inclusive.)
	1	2		
Compressed gas.—Con.		°F		
Hydrogen.....	Comp. G.....	.....	Red (gas).....	No limit.
Liquefied petroleum gas.....	Comp. G.....	.....	Red (gas).....	No limit (see par. 38 (c).)
Oxygen.....	Comp. G.....	.....	Green (gas).....	No limit.
Pintach.....	Comp. G.....	.....	Red (gas).....	No limit.
Sulphur dioxide.....	Comp. G.....	.....	Green (gas).....	No limit.
Compressed gases, n. o. s.....	Comp. G.....	.....	Red or green (gas).....	No limit.
Corrosive liquids, n. o. s.....	Cor. L.....	.....	White.....	1 quart (3 pounds).
Cotton waste, oily.....	Inf. S.....	.....	Yellow.....	25 pounds.
*Dressing, leather.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
*Driers, paint or japan.....	Inf. L.....	0-80	Red.....	5 gallons (see par. 37).
*Drugs.....	Inf. L.....	.....	Red.....	See par. 37.
*Drugs.....	Inf. S.....	.....	Yellow.....	See par. 40.
*Drugs.....	Oxi. M.....	.....	Yellow.....	See par. 48.
*Drugs.....	Cor. L.....	.....	White.....	See par. 51.
*Eradicators, paint or grease, liquid.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
Ether.....	Inf. L.....	† 0	Red.....	25 pounds, in 1-pound tins
*Extracts, liquid.....	Inf. L.....	20-80	Red.....	5 gallons (see par. 37).
Gasoline.....	Inf. L.....	† 0	Red.....	1 gallon.
High wines (alcohol).....	Inf. L.....	60-80	Red.....	5 gallons.
Hydrocarbon (gas drips).....	Inf. L.....	† 0	Red.....	1 gallon.
*Insecticides, liquid.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
Lacquer.....	Inf. L.....	20-70	Red.....	5 gallons.
Lead, nitrate of.....	Oxi. M.....	.....	Yellow.....	25 pounds.
Liquefied petroleum gas.....	Inf. L.....	† 0	Red.....	1 gal. (see par. 38 (c).)
Matches, safety.....	Inf. S.....	.....	Yellow.....	25 pounds.
Matches, "strike anywhere" (friction).....	Inf. S.....	.....	Yellow.....	40 pounds, gross weight.
Moving-picture films.....	Inf. S.....	.....	Yellow.....	100 pounds.
Naphtha.....	Inf. L.....	† 0	Red.....	1 gallon.
Nitrocellulose, wet with solvent.....	Inf. L.....	40	Red.....	10 pounds.
Nitrocellulose or nitro starch, wet with 20 per cent. water.....	Inf. S.....	.....	Yellow.....	10 pounds net.
*Oil gas.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
Paint, aluminum, bronzing or gold.....	Inf. L.....	0-70	Red.....	12 gallons (see par. 38).
*Paint.....	Inf. L.....	0-80	Red.....	12 gallons (see par. 38).
Pentane.....	Inf. L.....	† 0	Red.....	1 gallon.
Perechlorate of ammonium.....	Oxi. M.....	.....	Yellow.....	25 pounds.
Perechlorate of potash.....	Oxi. M.....	.....	Yellow.....	25 pounds.
Potassium of potash.....	Oxi. M.....	.....	Yellow.....	25 pounds.
*Petroleum, crude.....	Inf. L.....	0-80	Red.....	5 gallons (see par. 37).
*Petroleum distillate.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
Petroleum ether.....	Inf. L.....	† 0	Red.....	1 gallon.
Petroleum naphtha.....	Inf. L.....	† 0	Red.....	1 gallon.
Petroleum spirits.....	Inf. L.....	† 0	Red.....	1 gallon.
Picric acid, wet with 20 per cent. water.....	Inf. S.....	.....	Yellow.....	10 pounds.
*Polish, metal, liquid.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
Potash, bromate.....	Oxi. M.....	.....	Yellow.....	25 pounds.
Potash, chlorate of.....	Oxi. M.....	.....	Yellow.....	25 pounds.
Potash, nitrate of.....	Oxi. M.....	.....	Yellow.....	25 pounds.
Potassium, metallic.....	Inf. S.....	.....	Yellow.....	1 pound.
Rags, oily.....	Inf. S.....	.....	Yellow.....	25 pounds.
Saltpeter, in bags.....	Oxi. M.....	.....	Yellow.....	25 pounds.
Shellac, liquid.....	Inf. L.....	40-70	Red.....	5 gallons.
Soda, chlorate of.....	Oxi. M.....	.....	Yellow.....	25 pounds.
Soda, nitrate of.....	Oxi. M.....	.....	Yellow.....	25 pounds.
Soda, nitrate of.....	Oxi. M.....	.....	Yellow.....	25 pounds.
Sodium, metallic.....	Inf. S.....	.....	Yellow.....	1 pound.
Sodium, peroxide.....	Oxi. M.....	.....	Yellow.....	1 pound.
Strontia, nitrate of.....	Oxi. M.....	.....	Yellow.....	25 pounds.
Sulphur, chloride of.....	Cor. L.....	.....	White.....	1 quart.

LIST OF DANGEROUS ARTICLES OTHER THAN EXPLOSIVES.

NAMES OF DANGEROUS ARTICLES.	Group names and flash points: Inf. L. — Inflammable liquid. Inf. S. — Inflammable solid. Oxi. M. — Oxidizing Material. Cor. L. — Corrosive liquid. Comp. G. — Compressed		Kind of Label Required.	Maximum quantity which may be shipped in one outside package, subject to requirements as to packing (see para. 35 to 59, inclusive.)
	1	2	3	
		°F		
Sulphur dioxide.....	Comp. G.....	-----	Green (gas)....	No limit.
Tri-nitrotoluol, wet with 20 per cent. water.....	Inf. S.....	-----	Yellow.....	10 pounds.
Toluol (toluene).....	Inf. L.....	55	Red.....	5 gallons.
*Varnish.....	Inf. L.....	0-80	Red.....	12 gallons (see par. 38).
Zinc flue dust.....	Inf. S.....	-----	Yellow.....	10 pounds.

*See par. 34 (c).

†At or below.

RULES FOR PACKING.

35. Dangerous articles for which yellow and white labels are prescribed, respectively, must not be packed in the same outside package, and compressed gases must not be packed with other articles.

36. The construction of boxes, cans or other containers used for shipments of dangerous articles other than explosives must conform to specifications approved by the Interstate Commerce Commission.

Group 3.—Inflammable Liquids—Red Label.

37. Not more than the quantity specified (see par. 34, column 4) may be packed in one outside package.

The maximum quantity of any inflammable liquid not otherwise prescribed placed in one outside package must not exceed 1 gallon when flash point is 20° F. or below, or 5 gallons when flash point is above 20° F. and below 80° F.

38. (a) Except as herein prescribed all inflammable liquids in this group must be placed in well-stoppered glass, earthenware or metal vessels of not exceeding 1 gallon capacity, cushioned in strong wooden barrels or boxes, or in metal cans packed in wooden boxes and conforming to "Shipping container specification No. 2."

(b) Paint or varnish with flash point above 20° F. and below 80° F. may be shipped when placed in metal cans of not exceeding 5 gallons capacity, and in quantities not exceeding 12 gallons in one package, when cans and boxes conform to "Shipping container specification No. 2"; or in metal barrels or drums, of not more than 55 gallons capacity when such barrels or drums conform to "Shipping container specification No. 5."

(c) Liquefied petroleum gas, blended or unblended, when its vapor tension corresponding to a temperature of 100° F. exceeds 10 pounds per square inch must not be shipped by express except in steel cylinders conforming to paragraphs 57, 58 and 59.

39. Vessels containing inflammable liquids must not be entirely filled. Sufficient interior space must be left vacant to prevent distortion of containers when heated to a temperature of 120° F. This vacant space must not be less than 2 per cent. of the capacity of the container.

Group 4.—Inflammable Solids—Yellow Label.

40. The maximum quantity of any inflammable solid not otherwise prescribed (see par. 34, column 4) placed in one outside package must not exceed 25 pounds.

41. Inflammable solids for which detailed instructions for packing are not prescribed herein must be packed in tight and strong outside wooden boxes, and the interior packages must be so cushioned and secured that no rupture of either can result from the ordinary shocks incident to transportation.

42. Metallic sodium or potassium, in quantity not greater than 1 pound, must be placed in neutral oil, and this in a well-stoppered bottle protected by a tin container and boxed; or these substances may be packed in hermetically sealed tin cylinders, boxed.

43. Moving picture films must be placed in metal cases, packed in strong and tight wooden boxes or fibreboard pails.

44. Nitrocellulose, nitrostarch, picric acid or tri-nitrotoluol, uniformly wet with not less than 2 pounds of water to 8 pounds of dry material, must be placed in waterproof containers securely packed in a strong and tight box and marked "WET NITROCELLULOSE—20 PER CENT. WATER," or "WET NITROSTARCH—20 PER CENT. WATER," or "WET TRI-NITROTOLUOL—20 PER CENT. WATER."

45. Calcium phosphide must be placed in hermetically sealed metal cans inclosed in metal-lined wooden boxes.

46. "Strike anywhere" (friction) matches must be packed in inside pulpboard, strawboard, wooden or metallic boxes, except that paper wrappings may be used for block or card matches, and these boxes must be placed in a hermetically sealed metal box made of not less than 30 gauge United States standard. This metal box must be placed in a closely fitting box made of sound lumber. When a nailed box is used ends must not be less than 1 inch thick, and the top, bottom and sides not less than ½ inch thick. If box is of lock-corner construction the ends, top, bottom and sides must not be less than ½ inch thick.

47. The gross weight of any package containing "strike anywhere" matches must not exceed 40 pounds, and the outside package must be plainly marked "STRIKE ANYWHERE MATCHES."

"Strike anywhere" matches must not be packed in the same outside package with any other article.

Group 5.—Oxidizing Materials—Yellow Label.

48. Oxidizing materials and acids must not be packed together. The maximum quantity of any oxidizing material not otherwise prescribed (see par. 34, column 4) placed in one outside package must not exceed 25 pounds.

49. Oxidizing materials must be placed in strong and tight metal

packages packed in strong outside wooden boxes or barrels, or in strong and tight metal-lined wooden boxes.

50. It is important to prevent contact of these materials with combustible substances, such as sawdust, shavings, or sweepings, that may be present in express cars.

Group 6.—Acids and Corrosive Liquids—White Label.

51. The maximum quantity of any corrosive liquid not otherwise prescribed (see par. 34, column 4) placed in one outside package must not exceed 1 quart.

52. Acids or corrosive liquids must not be packed in the same compartment of an outside package that contains one or more substances with which the acid might, on rupture of inside packages, combine chemically and cause a dangerous evolution of heat, gas or corrosive materials.

53. Acid, or strongly corrosive liquids, must be placed in securely closed glass, earthenware, lead, India rubber or ceresine vessels of not exceeding quart capacity, and these vessels must be placed in a strong wooden box and surrounded and covered by incombustible porous material that will not be attacked chemically by the liquids, and in quantity sufficient to absorb and hold all of the liquid in any such vessel.

54. Electrolyte or other acid liquids which contain not more than 30 per cent. of a mineral acid may be placed in glass or earthenware vessels of not to exceed 5 gallons capacity, in strong wooden boxes cushioned with absorbent packing material in quantity sufficient to absorb and hold all of the liquid.

55. The boxes must be made of sound lumber. When a nailed box is used the ends must be not less than 1 inch and sides, top and bottom not less than $\frac{1}{2}$ inch thick. If the box is of lock-corner construction the ends, sides, top and bottom must be not less than $\frac{1}{2}$ inch thick.

Group 7.—Compressed Gases—Red or Light Green (Gas) Label.

57. (a) Gases that may combine chemically must not be shipped in one cylinder. Cylinders purchased hereafter for the shipment of compressed gases must be made in accordance with specifications approved in the Interstate Commerce Commission. (See "Shipping container specification No. 3.")

(b) By water jacket or other suitable tests each cylinder used for shipping liquefied gases must be subjected once in five years to a uniform interior pressure not less than one and one-fourth times the interior pressure that would result from heating the cylinder uniformly in its maximum charged condition to a temperature of 130° F. Each cylinder used for shipping under pressure not exceeding 1,000 pounds per square inch non-liquefied gases or gases in solution must be subjected at least once in five years to a uniform interior pressure not less than twice the charging pressure for such cylinder, corresponding to a temperature of 70° F.; when the charging pressure exceeds 1,000 pounds per square inch the test pressure must not be less than one and one-half times the charging pressure. A cylinder must be condemned when it leaks, when the permanent expansion is due to local weakness, or when it is uniform and exceeds 5 per cent. of the total expansion. When the charging

pressure is less than 300 pounds per square inch it will not be necessary to measure the permanent expansion in quinquennial pressure tests, provided the cylinder in question has previously passed this test.

(c) The weight of gas charged into any cylinder must not at a temperature of 130° F. cause an interior pressure in excess of three-fourths of the elastic limit of the weakest part of the cylinder.

(d) After December 31, 1914, all cylinders must be plainly stamped with the date of last test—for example, 4-09, for April, 1909—or otherwise durably marked to show compliance with this rule.

(e) Cylinders containing acetylene gas must be made of tough steel and must be completely filled with a porous material tested by the Bureau of Explosives and approved by the Interstate Commerce Commission, and this material must be charged with acetone or its equivalent not to exceed 40 per cent. of the interior volume capacity of the cylinder. The pressure in cylinders containing acetylene gas must not exceed 250 pounds per square inch at a temperature of 70° F.

58. After December 31, 1914, each cylinder containing liquefied gases, or gases in solution, or other gases under more than 300 pounds per square inch pressure, must be equipped with a safety device approved by the Interstate Commerce Commission that will prevent explosion of the normally charged cylinder when it is placed in a fire.

59. When cylinders containing inflammable gases are not boxed for shipment the safety device and discharging valve must be made safe from injury during transit by a design and construction of the cylinder or they must be protected by strong metal caps that can not be detached by rolling the cylinder.

LABELS.

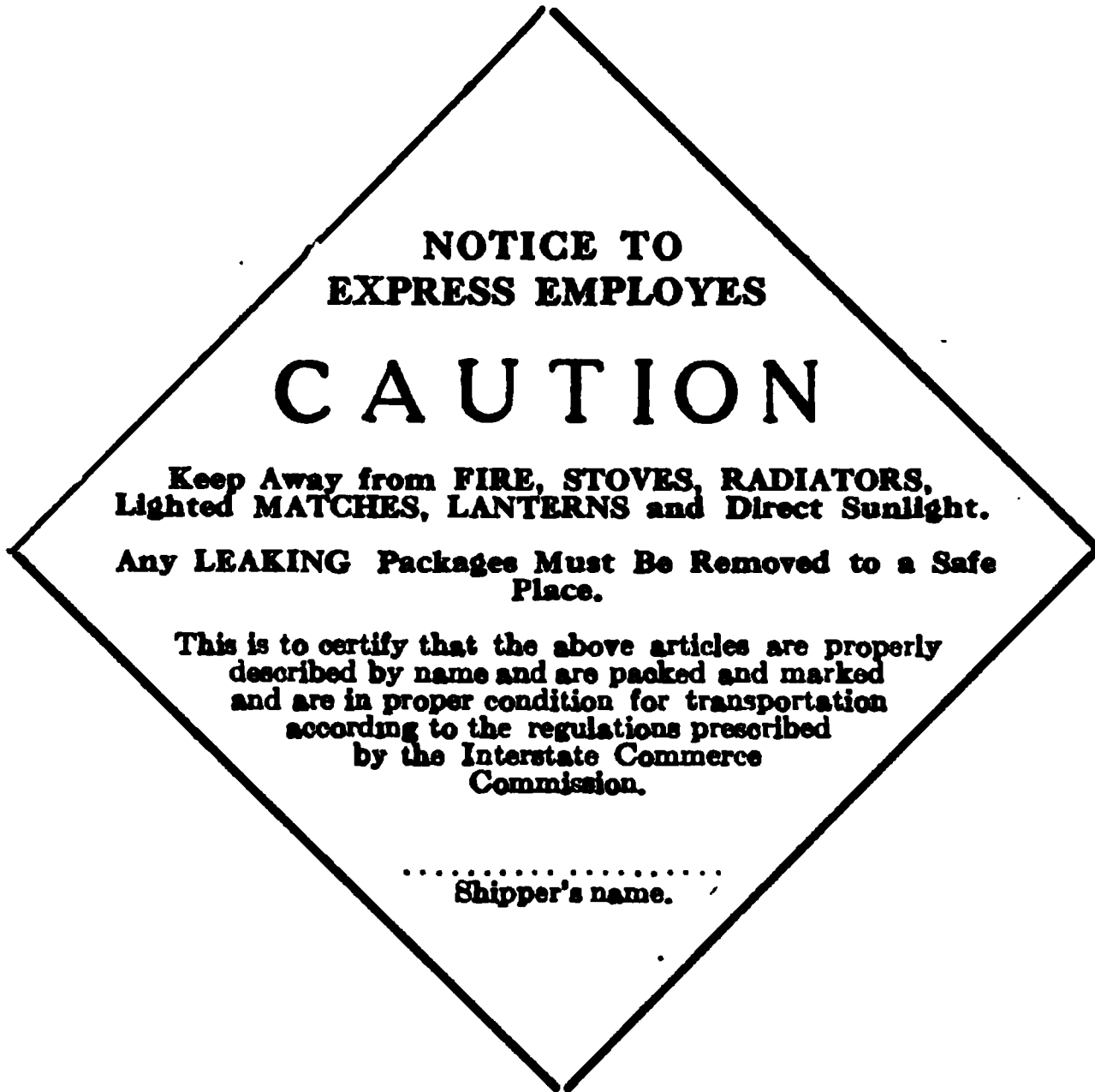
60. All packages containing samples of explosives for laboratory examination or dangerous articles other than explosives, for which labels are prescribed herein (see pars. 16 and 28 to 34, inclusive) must be conspicuously labeled by the shipper. Labels should be applied when practicable to that part of the package bearing the consignee's name and address. Shippers must furnish and attach the labels prescribed for their shipments.

Labels must conform to standards as to printing, color, size, and shape, and must be free from advertising or other matter. The prescribed labels must not be printed in with nor form part of any other shipping label or printed matter. Samples will be furnished by the chief inspector of the Bureau of Explosives on request.

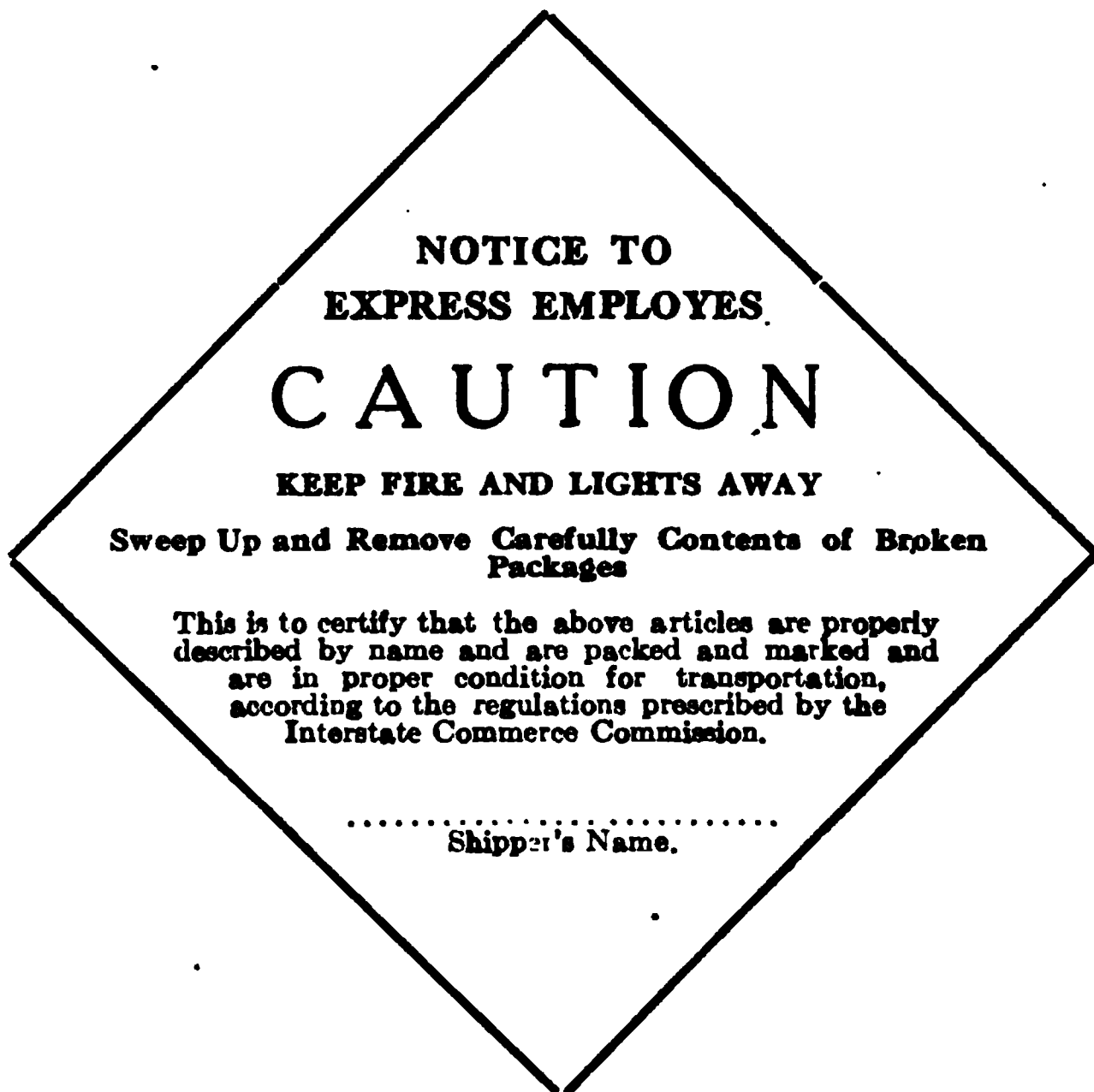
61. Labels for dangerous articles other than explosives must be of diamond shape, with each diagonal (not sides) 5¾ inches long. The colors must be red for inflammable liquids and compressed inflammable gases, yellow for inflammable solids and oxidizing materials, light green for compressed non-inflammable gases, and white for corrosive liquids.

The wording must be in black letters and, except as provided in paragraph 62, as follows:

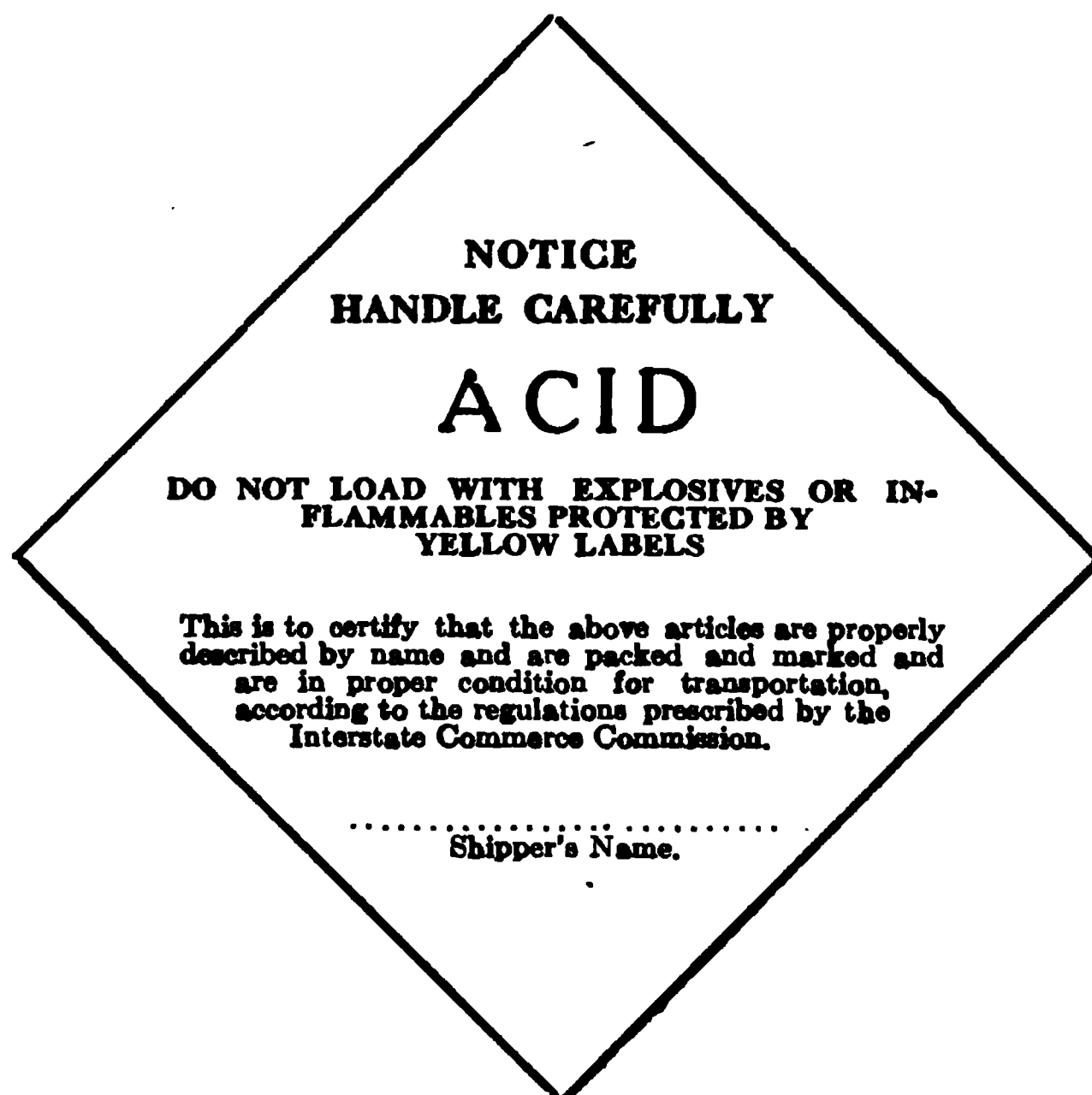
Red label for inflammable liquids (reduced size).



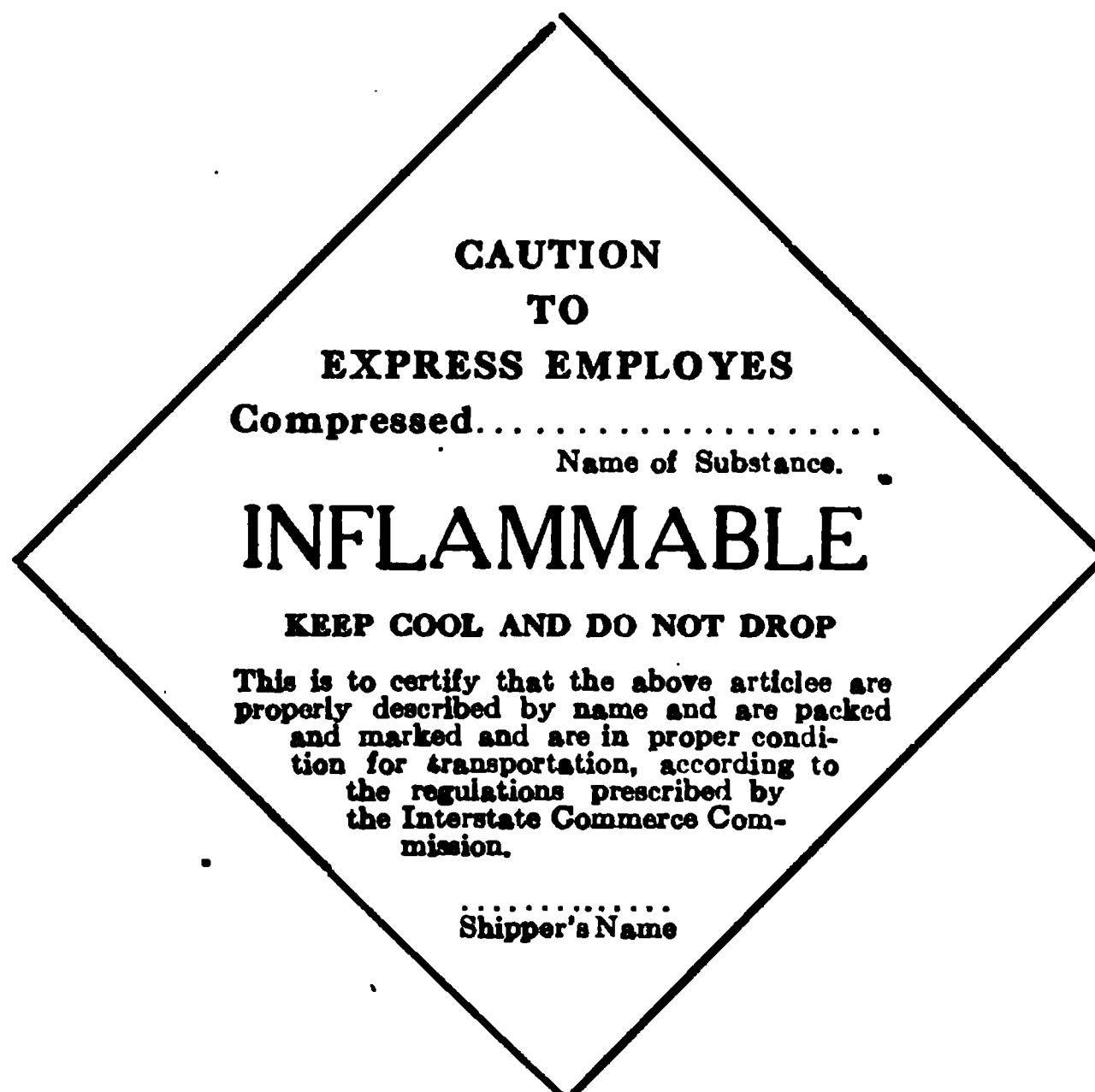
Yellow label for inflammables (reduced size).



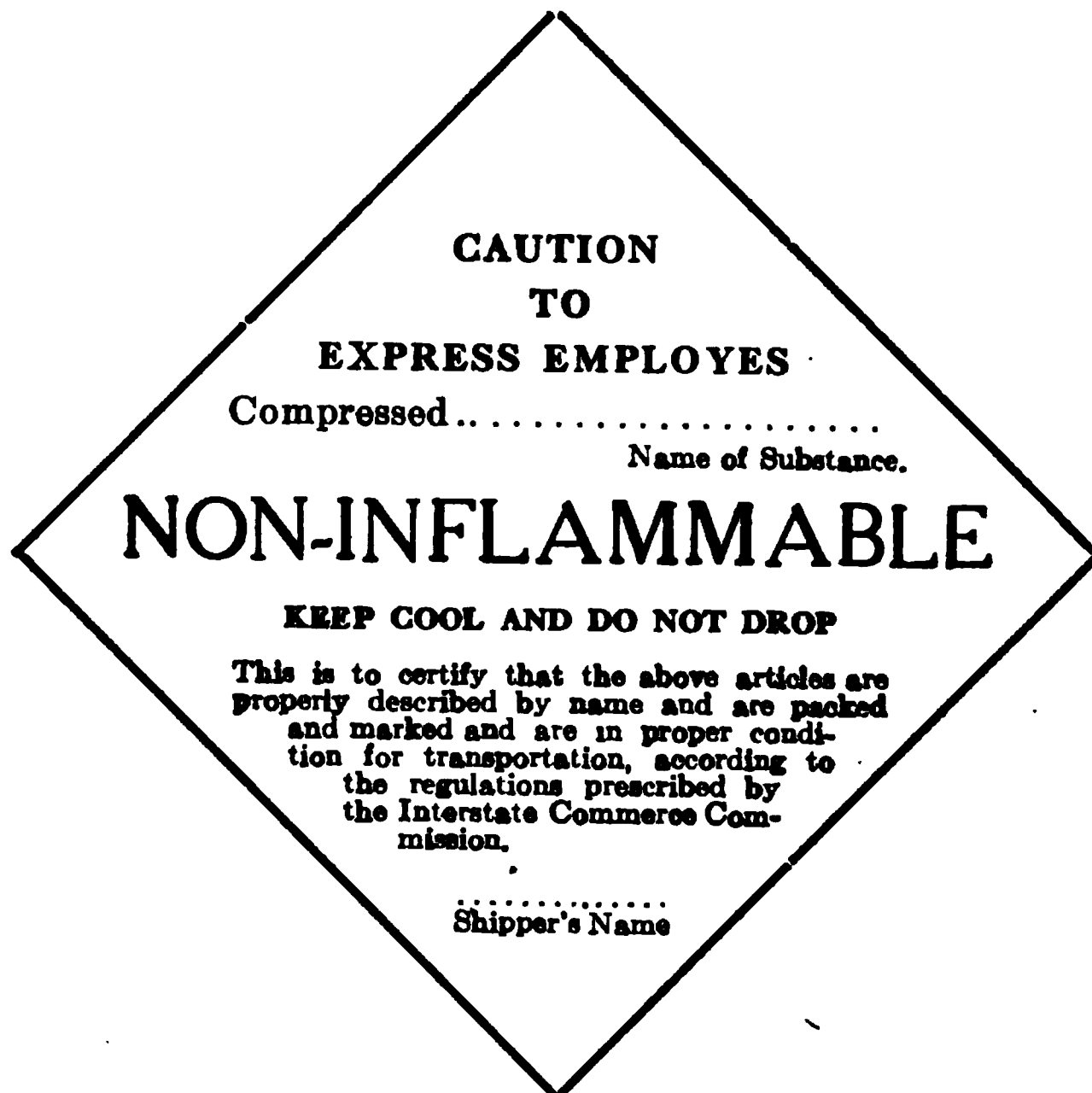
White label for acids and corrosive liquids (reduced size).



Red label for inflammable gases (reduced size).



Light green label for non-inflammable gases (reduced size).



62. Shippers who do not desire to provide themselves with the labels prescribed herein may use the labels prescribed by the regulations for the interstate transportation of dangerous articles other than explosives by freight, provided the shipper stamps or writes near each such prescribed label on each package containing any article covered by these regulations the following certificate:

This is to certify that the above articles are properly described, packed and marked and are in proper condition for transportation, according to the regulations prescribed by the Interstate Commerce Commission.

.....
(Shipper's name.)

or the shipper may apply to each such package a white label measuring not less than 1½ by 3 inches and bearing the above certificate.

RECEIPTS.

63. A receipt upon the form prescribed by the originating express carrier must be issued to the shipper for each shipment accepted for transportation. Before a receipt is issued the shipper must apply the label prescribed herein to each package containing any article covered by these regulations.

RULES FOR EXPRESS CARRIERS.

64. Express carriers must comply with requests from shippers of dangerous articles in their territory for a copy of these regulations.

65. In handling packages containing explosives or other dangerous articles care must be taken to prevent them from falling or from being broken. They must not be thrown, dropped, nor rolled.

66. Packages containing explosives or other dangerous articles when transported in a passenger train must be loaded in the car occupied by an express employe, and in a place that will permit of their ready removal in case of fire. They must not be loaded in cars nor stores in stations near steam pipes or other sources of heat. No placards are required on such cars.

67. When an express or baggage car containing any package requiring a label prescribed by these regulations is not occupied by an express employe and is handled in a freight train the proper placards must be attached thereto as required by the regulations for the transportation of explosives by freight and the regulations for the interstate transportation of dangerous articles other than explosives by freight.

68. The originating express carrier must, when a shipment is offered to it that is known to contain dangerous articles as defined by these regulations, see that the packages are marked and labeled and that the certificate is furnished as prescribed herein.

69. Packages of dangerous articles offered for shipment and not properly packed, marked, labeled, described, and certified must not be accepted by the express carrier until these regulations are complied with.

70. Shipments of dangerous articles offered by connecting express or other transportation lines must comply with these regulations.

71. An astray shipment of dangerous articles, or a shipment made in violation of these regulations without the knowledge of the carrier, must be forwarded promptly to destination, if known, provided a careful inspection shows the package to be in proper condition for safe transportation. If the package is unlabeled and the exact nature of the contents is unknown the red label must be applied.

72. Packages containing dangerous articles as defined by these regulations, which are refused by the consignees or which can not be delivered within 48 hours after arrival at destination, must be disposed of by return to the shipper, or by storage in a safe place, or by sale or destruction when it is evident that storage on the carrier's property will be a source of real danger.

73. Violations of these regulations and accidents or fire in connection with the transportation or storage on express or railway property of dangerous articles must be reported by the express carrier to the chief inspector of the Bureau of Explosives, 30 Vesey Street, New York.

SHIPPING CONTAINER SPECIFICATIONS.

SHIPPING CONTAINER SPECIFICATION NO. 1. (See par. 36.)

Glass Carboys for Corrosive and Inflammable Liquids.

(Inapplicable to shipments by express.)

SHIPPING CONTAINER SPECIFICATION NO. 2. (See par. 36.)
Metal Cans and Boxes for Inflammable Liquids.

CANS.

1. Cans as provided in paragraph 38 (a), exceeding 1 gallon and not exceeding 10 gallons capacity must be made of metal not lighter than 30 guage United States standard.

2. Cans as provided in paragraph 38 (a), not exceeding 1 gallon capacity, may be made of metal lighter than 30 guage United States standard, but it must be such as will provide proper protection against leakage in transit.

3. Each completed can must be tested by its manufacturer and must not leak air when tested under water with interior air pressure of at least 5 pounds per square inch.

BOXES.

4. Packing boxes for cans of any capacity containing inflammable liquids must be made of sound lumber of not less than the following thicknesses and in accordance with the following specifications:

5. Good sound yellow pine, or any wood equal or superior in strength, is acceptable. All lumber used must be dry and well seasoned, no loose knots in any part, nor sound knots on the nailing edges.

Minimum thickness of lumber specified refer to the actual thickness in the finished boxes.

Box for Single 5-gallon Cans.

6. Ends—Grain vertical, of one-piece material not less than $\frac{5}{8}$ -inch thick for nailed uncleated box.

7. Paneled ends may be used with cleats not less than $\frac{5}{8}$ by $1\frac{1}{4}$ inches tenoned; filling not less than $\frac{1}{4}$ inch thick securely fastened to cleats with clinched nails.

8. Single-cleated Ends—Grain vertical, cleats not less than $\frac{5}{8}$ by $2\frac{1}{2}$ inches. Ends proper of two pieces not less than $\frac{5}{8}$ inch thick, cleats securely fastened with clinched nails.

9. Sides—Not less than $\frac{3}{8}$ inch thick, nor more than three pieces unless tongued and grooved.

10. Sides must be nailed with not less than six 5-penny coated nails in each nailing surface, and if the box is deeper than 15 inches the number of nails used must be increased so that nailing centers are approximately 2 inches apart.

11. Tops and Bottoms—Not less than $\frac{3}{8}$ inch thick; no more than two pieces unless tongued and grooved.

Must be nailed to ends with not less than five nails in each nailing surface, and where the receiving portion of the end is with the grain 6-penny coated nails must be used. If the receiving portion is across the grain of the wood 5-penny coated nails are acceptable.

When cleated ends are used at least 40 per cent. of the bottoming nails must be driven into cleats.

12. If boxes are made with locked corners the ends must not be less than 9-16 inch and the sides, tops and bottoms not less than 5-16 inch thick.

Box for Two 5-gallon Cans.

13. **Ends**—Grain vertical, of one-piece material not less than $\frac{3}{4}$ inch thick.

Other styles of ends like single 5-gallon box.

Balances of specifications, including nailing, same as single 5-gallon box except that two nails must be driven through the bottom into the center of the sides.

14. If boxes are made with lock corners the ends must not be less than $\frac{5}{8}$ inch and the sides, top and bottoms not less than $\frac{3}{8}$ inch thick.

Box for Single 10-gallon Can.

15. **Ends**—Must be cleated whether of one or two piece material and not less than $\frac{5}{8}$ inch thick. Cleats not less than $\frac{5}{8}$ by $2\frac{1}{2}$ inches securely fastened with clinched nails.

16. **Sides**—Not less than $\frac{1}{2}$ inch thick. No more than four pieces unless tongued and grooved, securely nailed with 6-penny coated nails at approximately 2-inch nail centers.

17. **Bottoms**—Not less than $\frac{1}{2}$ inch thick. No more than two pieces unless tongued and grooved, securely nailed with 6-penny coated nails at approximately 2-inch nail centers; 50 per cent. of nails must be driven into cleats.

18. **Tops**—Not less than $\frac{3}{8}$ inch thick. No more than two pieces unless tongued and grooved, securely nailed with 5-penny coated nails at approximately 2-inch nail centers.

19. If boxes are made with locked corners the ends must not be less than $\frac{3}{4}$ inch, and the sides, tops and bottoms not less than $\frac{1}{2}$ inch thick, unless made with $\frac{5}{8}$ inch lumber throughout.

Box for Single 1-gallon or 2-gallon Cans.

20. **Ends**—Not less than $\frac{5}{8}$ inch thick.

21. **Sides, Tops and Bottoms**—Not less than 5-16 inch thick, securely nailed with 4-penny coated nails where the grain of the wood is crossed and 5-penny coated nails where the grain of the wood is paralleled in the receiving portion of the end; nails must be placed at approximately 2-inch nail centers.

22. If boxes are made with locked corners the ends must not be less than $\frac{3}{8}$ inch and the sides, tops and bottoms not less than 5-16 inch thick.

Boxes for Assorted Shipments of More than One 1-gallon Can and Up to Six 1-gallon Cans or Equivalent.

23. **Ends**—One piece, not less than $\frac{3}{4}$ inch thick. If more than one piece not less than $\frac{5}{8}$ inch thick, single cleated.

Cleats not less than $\frac{3}{8}$ by 2 inches, securely fastened with clinched nails.

24. **Sides, Tops and Bottoms**—Not less than $\frac{3}{8}$ inch thick, nailed at approximately 2-inch nail centers with 5-penny coated nails where the grain of the wood is crossed and 6-penny coated nails where the grain of the wood is paralleled in the receiving portion.

25. If boxes are made with locked corners, the ends must not be less than 9-16 inch and the sides, tops and bottoms not less than $\frac{3}{8}$ inch thick.

Box for Over Six 1-gallon Cans Up to Twelve 1-gallon Cans, or Equivalent.

26. **Ends**—Not less than $\frac{3}{4}$ inch thick, cleated with $\frac{5}{8}$ by $1\frac{7}{8}$ inch cleats securely fastened with clinched nails.

27. **Sides, Tops and Bottoms**—Not less than $\frac{3}{8}$ inch thick, nailed at approximately 2-inch centers with 6-penny coated nails throughout.

28. If boxes are made with locked corners the ends must not be less than $\frac{3}{4}$ inch and the sides, tops and bottoms not less than $\frac{1}{2}$ inch thick.

Box for Over Twelve 1-gallon Cans Up to Twenty 1-gallon Cans.

29. Must be not less than $\frac{3}{4}$ inch lumber throughout, with single cleated ends, using cleats $\frac{3}{4}$ by 3 inches that are securely fastened with clinched nails.

30. **Sides, Tops and Bottoms**—Must be nailed at approximately 2-inch nail centers with nails not smaller than 7-penny coated.

31. If boxes are made with locked corners the lumber must be $\frac{3}{4}$ inch throughout.

Nailing of Covers and Bottoms.

32. Gauge of nail shall in no instance be less than 4-penny for the smaller boxes, 5-penny and 6-penny for the medium boxes, and 7-penny for the single 10-gallon shipment and for the larger boxes for assorted shipments. Screws of equal efficiency may be used in place of nails.

Nails must be driven approximately 2-inch nail centers.

33. The boxes must cover the cans and the cans must fit tightly in the boxes. The filling hole must be securely closed, and if not entirely covered by the box cover it must be completely protected by it.

WIREBOUND BOXES.

**Used as Containers for Cans of Inflammable Liquids.
Material.**

1. Wirebound Packing Boxes for cans of any capacity containing Inflammable Liquids must be made of sound lumber of not less than the following thicknesses and in accordance with the following specifications:

2. Good sound yellow pine or any wood equal or superior in strength is acceptable. All lumber used must be dry and well seasoned; no loose knots in any part.

Minimum thicknesses of lumber specified refer to the actual thicknesses in the finished boxes.

Construction.

3. There must be four cleats at each end of each case not less than 11-16 x 15-16 inch.

The binding wire at each end must be firmly stapled to each cleat by staples not less than No. 16 gauge and having legs not less than $1\frac{1}{8}$ inch long, extending over the wire, through each board and into the cleats. The other wire or wires must be firmly stapled to each board by staples not less than No. 18 gauge, extending over the wire, through each board and firmly clinched on

the inside. Staples shall not be more than 3 inches apart. Each wire shall be continuous with the ends tightly twisted at one side.

The distance between the encircling wires on each case shall not exceed 8 inches in any instance.

The ends shall be firmly fastened to the inside of cleats with staples not less than No. 16 gauge, whose legs are not less than 13-16 inch long, placed approximately 3 inches apart, or with nails not less than 1 ¼ inch long.

Wirebound Box for Single 5-gallon Cans.

4. Binding wires shall not be less than No. 16 gauge.
Lumber shall not be less than 3-16 inch thick.

Wirebound Box for Two 5-gallon cans.

5. Binding wires shall not be less than No. 16 gauge.
Lumber shall not be less than 3-16 inch thick.

Wirebound Box for Single 10-gallon Cans.

6. Binding wires shall not be less than No. 16 gauge.
Lumber shall not be less than 3-16 inch thick.

Wirebound Box for Single 1-gallon or 2-gallon Cans.

7. Binding wires shall not be less than No. 16 gauge.
Lumber shall not be less than 3-16 inch thick.

Wirebound Box for Assorted Shipments of More than One 1-gallon Can and Up to Six 1-gallon Cans or Equivalent.

8. Binding wires shall not be less than No. 16 gauge.
Lumber shall not be less than 3-16 inch thick.

Wirebound Box for Over Six 1-gallon Cans Up to Twelve 1-gallon Cans or Equivalent.

9. Binding wires shall not be less than No. 15 gauge.
Lumber shall not be less than 3-16 inch thick.

Wirebound Box for Over Twelve 1-gallon Cans Up to Twenty 1-gallon Cans.

- 10 Binding wire shall not be less than No. 14 gauge.

Lumber shall not be less than ¼ inch thick. An additional cleat or batten 11-16 by 15-16 inch shall be placed vertically at the center of each end where the end exceeds 10 inches in width. This additional cleat or batten shall fit in between the horizontal cleats and be held by nails through these cleats into their ends.

SHIPPING CONTAINER SPECIFICATION No. 3.

Seamless Steel Cylinders for the Shipment of Carbonic Acid Gas, Nitrous Oxide Gas, Glaugas or Nonliquefied Gases Whose Charging Pressures Exceed 1,000 Pounds and Do Not Exceed 1,800 Pounds Per Square Inch.

1. Cylinders must be made seamless, of steel of uniform quality, to comply in the present state of the art with the following specifications:

Chemical Analysis.

	Per Cent.
Carbon must not exceed	0.55
Phosphorus must not exceed.....	0.04
Sulphur must not exceed.....	0.05

Physical Tests.

2. Elastic limit must not be less than 50,000 pounds nor more than 65,000 pounds per square inch on specimen cut longitudinally from a representative finished cylinder after annealing.

3. Elongation must not be less than 10 per cent. on an 8-inch length of longitudinal test specimen cut from a representative finished cylinder after annealing.

Flattening Test.

4. For each lot of 200 a representative finished cylinder, after annealing must withstand, without cracking flattening between rounded knife edges to a thickness of four times the thickness of the wall of the cylinder. The knife edges must be of wedge shape, converging at an angle of 60°, the point being rounded off with a radius of $\frac{1}{2}$ inch. If any one cylinder from any lot fails to pass this test two others from the same lot must be selected, and these must pass it in order to have the lot accepted. If it should appear that failure in the test is due to improper annealing the manufacturer has the privilege of reannealing the lot and repeating the test.

One out of each 200 cylinders must be subjected to the above chemical, physical, and flattening tests.

Annealing.

5. All cylinders after finishing must be uniformly and properly annealed. Dirt and scale must be removed before painting.

Hydrostatic Test.

6. Each finished and annealed cylinder must be subjected to hydrostatic test of not less than 3,000 pounds per square inch in a water jacket or other apparatus of suitable form, to furnish reliable data. The permanent expansion must not exceed 5 per cent. of the whole volumetric expansion at this pressure.

Thickness of Wall.

7. The wall of cylinders of 5½-inch outside diameter must be 3-16 inch to ¼ inch thick, and the wall of cylinders of 8½ inch outside diameter must be not less than ¼ inch thick. This thickness must be verified on each cylinder necking down.

Weight.

8. The standard 5½ inch by 51-inch cylinder, without cap, must weigh not less than 57 pounds. The standard 8½ inch by 51-inch cylinder, without cap, must weigh not less than 105 pounds.

Inspection.

9. The purchaser must provide for inspection at the mills by a competent and disinterested authority who shall be provided with a copy of the order containing all information relating thereto other than price. The inspector shall keep complete records of the various melts from which the steel is taken for the manufacture of the cylinders. Chemical analyses of these melts must be supplied to him by the manufacturer, or, if desired by the purchaser, he must procure samples from which other chemical analyses may be made. The heat number must be stamped on these plates at the steel mill by the inspector, and his stamp on a completely finished cylinder shall be taken as certifying that such cylinder comes within the above physical and chemical specifications.

10. The inspector shall witness the hydrostatic and flattening tests of all cylinders and shall certify to the maker, the purchaser, and the chief inspector of the Bureau of Explosives, No. 30 Vesey Street, New York City, the serial numbers of all cylinders which pass them successfully. He shall stamp his initials on such cylinder immediately beneath the serial number, and the initials of the owner shall be plainly stamped on the cylinder.

11. The hydrostatic and flattening tests must be made by the manufacturer, but under the direction and supervision of the inspector or other representative of the purchaser.

General Construction.

12. All plates or tubes from which cylinders are made must be free from seams, cracks, laminations, or any defects which may prove injurious to the finished cylinder.

13. The manufacturer of the cylinders must be completed with the best appliances and according to the best modern methods. All finished cylinders must show reasonably smooth and uniform surface finish, inspection of inside surface to be made before necking down; the threading of tap and of flange must be even and without checks and the cylinders must show no defects of workmanship or material likely to result in any appreciable weakness of the finished cylinder. A close inspection of each completed cylinder must be made to discover the existence of any defect before acceptance.

14. The purchasers of cylinders may impose additional requirements not inconsistent with these specifications.

SHIPPING CONTAINER SPECIFICATION No. 4.

Lapwelded Steel Cylinders for Anhydrous Ammonia.

1 Table of Details as to Dimensions.

Outside diameter of cylinder.	Overall length of cylinder.	Nominal thickness of cylinder wall.	Test pressure per square inch.	HEAD			MOUTH			Weight of cylinder.	
				Depth.	Low limit.	High limit.	Diameter.	Low limit.	High limit.	Low limit.	High limit.
Inch.	Ft. In.	Inch.	Pounds	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Pounds	Pounds
10	3 10	.19	1,000	3 3/4	3 9-16	3 15-16	7 1/4	7 1/4	7 3/4	97	112
10	4 0	.19	1,000	3 3/4	3 9-16	3 15-16	7 1/4	7 1/4	7 3/4	90	115
10	7 0	.19	1,000	3 3/4	3 9-16	3 15-16	7 1/4	7 1/4	7 3/4	150	175
10	3 10	.27	1,500	3 3/4	3 9-16	3 15-16	7 1/4	7 1/4	7 3/4	113	141
10	4 0	.27	1,500	3 3/4	3 9-16	3 15-16	7 1/4	7 1/4	7 3/4	117	145
10	7 0	.27	1,500	3 3/4	3 9-16	3 15-16	7 1/4	7 1/4	7 3/4	203	237
12	7 0	.21	1,000	3 3/4	3 9-16	3 15-16	9	9	9 1/4	220	250

2. Cylinders must be manufactured from lapwelded pipe made of soft steel of the best welding quality, free from blisters, cracks, or other injurious defects.

Inspection and Testing of Material.

3. The pipe intended for these cylinders must be manufactured by the best appliances and according to the best modern practice, each length to be inspected separately for defects inside and outside and then subjected to the following tests:

(a) To each crop end cut from the pipe from which the cylinders are to be made a flattening test must be applied with the weld 45° away from the side which is subject to the greatest bending stress, with knife edges of wedge shape converging at an angle of 60°, the point being rounded off with a radius of one-half inch. In this test the crushing of the walls must be to within four times the thickness of the metal and a crop end must withstand the test without cracking.

(b) An internal hydrostatic test of 600 pounds per square inch must be applied to each length of pipe under which it must not show signs of leaking at the end weld or elsewhere.

4. Each finished cylinder must be tested by internal hydrostatic pressure as specified in above table, paragraph 1, the test to be conducted as follows:

(a) After filling cylinder with water the test pressure specified must be applied for the purpose of detecting leaks and rounding up the cylinder.

(b) The cylinder, if tight, must be placed in a water jacket or other approved apparatus for measuring the expansion and the test pressure again applied. The permanent expansion under this test must not exceed 10 per cent. of the whole volumetric expansion at the pressure specified.

General Construction and Inspection.

5. The manufacture of the cylinders must be completed with the best appliances and according to the best modern methods. All finished cylinders must show a reasonably smooth surface, and must have passed the above inspection and tests without showing any defect in workmanship or material likely to result in any appreciable weakness in the finished cylinder. Each completed cylinder must be inspected for such defects at the mill by the purchaser or his representatives before acceptance.

SHIPPING CONTAINER SPECIFICATION No. 5. (See par. 38.)

**Iron or Steel Barrels or Drums for Inflammable Liquids (See par. 38).
Mixed (Nitrating) Acids.**

1. The provisions of "Shipping container specification No. 5" apply to all containers specified therein that are hereafter purchased (see par. 38), and each such container shall have plainly stamped thereon the date of manufacture thereof.

2. An iron or steel barrel or drum with a capacity of from 50 to 55 gallons must have a minimum weight in the black, exclusive of the weight of rolling hoops, of 70 pounds, and a minimum thickness of metal in any part of the completed barrel must not be less than that of full No. 16 gauge, United States standard. When the capacity of the drum or barrel is less than 30 gallons the minimum thickness of metal must not be less than No. 18 gauge, United States standard.

3. An iron or steel barrel or drum with a capacity of from 100 to 110 gallons must have a minimum weight in the black, exclusive of the rolling hoops, of not less than 130 pounds, and the minimum thickness of metal in any part of the completed barrel or drum must not be less than that of full No. 14 gauge, United States standard.

4. Each barrel or drum must stand without leaking a manufacturer's test under water by interior compressed air at a pressure of not less than 15 pounds per square inch, sustained for not less than 2 minutes, and the type of barrel or drum must be capable of standing without any serious permanent deformation and without leaking a hydrostatic test pressure of not less than 40 pounds per square inch, sustained for not less than 5 minutes.

5. When filled with water to 98 per cent. of its capacity the type of barrel or drum must also be capable of standing without leakage a test drop on its chine from a height of 4 feet upon a solid concrete foundation.

6. Bungs and other openings must be provided with secure closing devices that will not permit leakage through them. Threaded metal plugs must be close fitting. Gaskets must be made of lead, leather or other suitable material. Wooden plugs must be covered with a suitable coating and must have a driving fit into a tapered hole.

7. The method of manufacturing the barrel or drum and the materials used must be well adapted to producing a uniform product. Leaks in a new

barrel or drum must not be stopped by soldering, but must be repaired by the method used in constructing the barrel or drum.

ROBERT R. PRENTIS,
Chairman.

WM. F. RHEA,
J. RICHARD WINGFIELD,
Commissioners.

Attest:

R. T. WILSON, *Clerk.*

Certified to Superintendent of Public Printing according to law, first insertion to be made Monday, May 27, 1912, by order of the State Corporation Commission.

R. T. WILSON, *Clerk.*

Richmond, Va., May 23, 1912.

Virginia Classification

AND

Exception Sheets

Thereeto

Virginia Classification

No. 1.

EFFECTIVE OCTOBER 1, 1907
(Revised to December 31, 1912)

Being a Classification of Freight applicable to the Railroad Lines doing
business in Virginia, as ordered

Prepared and Issued by Order of the
State Corporation Commission

R. T. WILSON, Clerk.

VIRGINIA CLASSIFICATION NO. 1—GENERAL RULES.

Rates by cheapest route not to be exceeded.

1. (a) On traffic which may be carried over more than one route the rate afforded by the cheapest route must not be exceeded, regardless of the route over which actually transported whether the rating be over one line only, or according to a joint tariff, or by combination of rates to and beyond a junction or junctions.

Application of Classification.

(b) The ratings specified in this classification refer to freight tariffs authorized by the Commission, applicable to the various lines within its jurisdiction, and shall apply on property transported in or upon freight trains or vessels of those lines between all points within the State of Virginia.

Release and Valuation.

2. Where the classification provides for a reduced rate, based on a fixed valuation and the rules and regulations pertaining thereto, the reduced rate shall not have the force of altering the general rules of law, any further than would be done by an agreement between the carrier and shipper.

Description of contents of packages.

3. (a) Contents of all packages, as near as practicable, must be stated in shipping receipt. When an article is differently classified, when differently prepared or packed, the actual character of the article must be specified, otherwise it will be charged at the highest class named on each article. No shipment will be accepted when designated on the shipping receipt as Merchandise (or "Mdse."), Sundries or Fancy Goods.

Less than carload shipments to be marked or tagged.

(b) Each package, bundle or piece of less than carload freight must be plainly and legibly marked by brush, stencil, crayon (not chalk), rubber or metal type, pasted label, or securely fastened durable tag, showing the name of consignee and the name of station, town or city, and the State to which destined. Pasted labels or securely fastened durable tags should be used only when the character of freight prevents marking as above specified.

The marks on packages, bundles or pieces must be compared with the shipping order and bill of lading, and corrections, if necessary, made by consignor or his representative before receipt is signed; old marks must be removed or effaced before packages, bundles or pieces will be accepted for transportation.

Freight consigned to a place of which there are two or more of the same name in the same State must have the name of the county marked on each package, bundle or piece and also shown in the shipping receipt.

When freight is consigned to a place not located on the line of a railroad, each package, bundle or piece must be marked with the name of the station at which the consignee will accept delivery, or, if destined to a place reached by a water line, the name of the railroad station at which delivery is to be made to such water line must be marked on each package, bundle or piece.

Freight not marked in accordance with the foregoing rules will not be accepted for transportation.

Note.—This rule does not apply to a shipment moving all-rail at rates published for "L. C. L." or "any quantity" from one consignor to one consignee and destination, when separate car or cars are used for the transportation thereof.

Shipments in paste-board
or other similar packages.

(c) Property presented to carriers, packed in so-called boxes or cases made from strawboard, leather board, wood pulp, fibre, wired splint wood, or other analogous materials, inclosed in wooden frames, will be charged ten (10) per cent. higher than the classification provided for such property in boxes or cases, subject to a minimum increase of one (1) cent per hundred pounds; provided, however, that when a rating is shown on an article in bales, the same rating will apply on such articles when packed in boxes or cases as above described. (See Note.)

Note.—In computing the rate to be charged under this rule, fractions of one-half cent or less shall be dropped, and those of more than one-half cent shall be considered as one cent; for example, if the class rate applicable upon the property in boxes or cases is 75 cents per 100 pounds, the rate to be charged when shipped in the package described will be 82 cents per 100 pounds, the fraction of one-half cent being dropped; if the class rate is 36 cents per 100 pounds, the higher rate to be charged will be 40 cents per 100 pounds; if the class rate is 8 cents per 100 pounds, the increase would be eight-tenths of one cent, and the minimum increase being one cent per 100 pounds, the higher rate to be charged will be 9 cents per 100 pounds.

Minimum charge on single
shipments.

4. (a) The minimum charge on a single shipment of one class classified first-class or higher or lower, shall be for the actual weight at the class or commodity rate to which it belongs, subject to a minimum charge of 25 cents.

VIRGINIA CLASSIFICATION NO. 1—GENERAL RULES.

Rates by cheapest route not to be exceeded.	<p>1. (a) On traffic which may be carried over more than one route the rate afforded by the cheapest route must not be exceeded, regardless of the route over which actually transported whether the rating be over one line only, or according to a joint tariff, or by combination of rates to and beyond a junction or junctions.</p>
Application of Classification.	<p>(b) The ratings specified in this classification refer to freight tariffs authorized by the Commission, applicable to the various lines within its jurisdiction, and shall apply on property transported in or upon freight trains or vessels of those lines between all points within the State of Virginia.</p>
Release and Valuation.	<p>2. Where the classification provides for a reduced rate, based on a fixed valuation and the rules and regulations pertaining thereto, the reduced rate shall not have the force of altering the general rules of law, any further than would be done by an agreement between the carrier and shipper.</p>
Description of contents of packages.	<p>3. (a) Contents of all packages, as near as practicable, must be stated in shipping receipt. When an article is differently classified, when differently prepared or packed, the actual character of the article must be specified, otherwise it will be charged at the highest class named on each article. No shipment will be accepted when designated on the shipping receipt as Merchandise (or "Mdse."), Sundries or Fancy Goods.</p>
Less than carload shipments to be marked or tagged.	<p>(b) Each package, bundle or piece of less than carload freight must be plainly and legibly marked by brush, stencil, crayon (not chalk), rubber or metal type, pasted label, or securely fastened durable tag, showing the name of consignee and the name of station, town or city, and the State to which destined. Pasted labels or securely fastened durable tags should be used only when the character of freight prevents marking as above specified.</p> <p>The marks on packages, bundles or pieces must be compared with the shipping order and bill of lading, and corrections, if necessary, made by consignor or his representative before receipt is signed; old marks must be removed or effaced before packages, bundles or pieces will be accepted for transportation.</p> <p>Freight consigned to a place of which there are two or more of the same name in the same State must have the name of the county marked on each package, bundle or piece and also shown in the shipping receipt.</p>

When freight is consigned to a place not located on the line of a railroad, each package, bundle or piece must be marked with the name of the station at which the consignee will accept delivery, or, if destined to a place reached by a water line, the name of the railroad station at which delivery is to be made to such water line must be marked on each package, bundle or piece.

Freight not marked in accordance with the foregoing rules will not be accepted for transportation.

Note.—This rule does not apply to a shipment moving all-rail at rates published for “L. C. L.” or “any quantity” from one consignor to one consignee and destination, when separate car or cars are used for the transportation thereof.

Shipments in paste-board or other similar packages.

(c) Property presented to carriers, packed in so-called boxes or cases made from strawboard, leather board, wood pulp, fibre, wired splint wood, or other analogous materials, inclosed in wooden frames, will be charged ten (10) per cent. higher than the classification provided for such property in boxes or cases, subject to a minimum increase of one (1) cent per hundred pounds; provided, however, that when a rating is shown on an article in bales, the same rating will apply on such articles when packed in boxes or cases as above described. (See Note.)

Note.—In computing the rate to be charged under this rule, fractions of one-half cent or less shall be dropped, and those of more than one-half cent shall be considered as one cent; for example, if the class rate applicable upon the property in boxes or cases is 75 cents per 100 pounds, the rate to be charged when shipped in the package described will be 82 cents per 100 pounds, the fraction of one-half cent being dropped; if the class rate is 36 cents per 100 pounds, the higher rate to be charged will be 40 cents per 100 pounds; if the class rate is 8 cents per 100 pounds, the increase would be eight-tenths of one cent, and the minimum increase being one cent per 100 pounds, the higher rate to be charged will be 9 cents per 100 pounds.

Minimum charge on single shipments.

4. (a) The minimum charge on a single shipment of one class classified first-class or higher or lower, shall be for the actual weight at the class or commodity rate to which it belongs, subject to a minimum charge of 25 cents.

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

(b) The minimum charge on a shipment of two or more articles packed separately, taking different classes, shipped at one time, by one shipper to one consignee, shall be at the actual weight of each article at the class or commodity rates to which it belongs, but should the weight in the aggregate, at the several rates, produce less than 25 cents, the minimum charge shall be 25 cents for the entire consignment.

Packages containing articles of more than one class.

5. (a) The rate for the highest classed article must be charged on any package containing articles of more than one class. This rule is not intended to prohibit the shipment of printed advertising matter in package goods; provided, that the printed advertising does not exceed two per cent. of the total weight; nor of shipments described in paragraph (b) of this rule.

(b) When premiums, prizes or other articles for advertising purposes are shipped in the package with the commodity that they advertise, the following will govern:

An article for advertising purposes may be shipped in the package with the commodity it advertises, provided only one such complete advertising article is contained in each package; the commodity shipped to be charged at actual weight, plus weight of the package (subject to the established minimum carload weight when in carloads) and at the rating applicable on such commodity; the advertising article to be charged at actual weight plus twenty (20) per cent. at the less than carload rate on such articles as per established tariffs.

In no case, however, shall the advertising article be charged at less than ten (10) per cent. of the gross weight of the package in which it is contained.

Carriers may require shippers to state in print or writing the character and actual weight of advertising articles contained in each shipment.

Separate charge to be made on each separate shipment.

6. On shipments consisting of more than one consignment, whether from one shipper to two or more consignees, or from two or more shippers to one consignee, charge for each consignment as a separate shipment.

Parts or pieces constituting one or more complete articles.

7. When parts or pieces constituting one or more complete articles are offered to carriers for transportation at one time by one shipper to one consignee and destination they will be rated at the classification provided for the complete article, whether S. U. or K. D. as specified in the classification; provided, however, that where the separate parts or pieces are rated separately in the classification, such separate ratings may be applied.

Classification of articles not specifically provided for.

8. When articles not specifically provided for, nor embraced in the classification as articles "Not Otherwise Specified," are offered for transportation, the classification applying on analogous articles may be used, and in such cases, carriers must report the facts to the Commission in order that, if necessary, the proper classification may be regularly established.

Gross and estimated weights.

9. Charges must be assessed on all articles at gross weight, except that where estimated weight is specified in the classification, such estimated weight shall apply. When the actual weight of the articles named below can not be ascertained at point of shipment, or in transit, or at destination, the following estimated weights shall govern:

ARTICLES.	WEIGHT.
Clay, per cubic yard.....	3,000 pounds.
Coal, per bushel.....	80 "
Coke, per bushel.....	40 "
Gravel, per cubic yard.....	3,200 "
Laths, green, per 1,000.....	530 "
Laths, seasoned, per 1,000.....	450 "
Lime (Rockland), per barrel.....	230 "
Lime (other than Rockland), per barrel.....	220 "
Lime, per bushel.....	80 "
Lumber, Ash or Black Walnut, green, per 1,000 feet.....	4,500 "
Lumber, Ash or Black Walnut, seasoned, per 1,000 feet.....	4,000 "

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

Lumber, Elm, Hickory or Oak, green, per 1,000 feet.....	6,000 pounds.
Lumber, Elm, Hickory or Oak, seasoned, per 1,000 feet.....	4,500 "
Lumber, White Pine or Poplar, green, per 1,000 feet.....	4,000 "
Lumber, White Pine or Poplar, seasoned, per 1,000 feet.....	3,000 "
Lumber, Yellow Pine, green, per 1,000 feet.....	4,500 "
Lumber, Yellow Pine, seasoned, per 1,000 feet.....	4,000 "
Lumber, N. O. S., green, per 1,000 feet.....	6,000 "
Lumber, N. O. S., seasoned, per 1,000 feet.....	4,000 "
Sand, per cubic yard.....	3,000 "
Staves, Heading or Hoop-poles, green, car loaded to depth of forty-three inches per car.....	30,000 "
Staves, Headings or Hoop-poles, seasoned, car loaded to depth of fifty inches per car.....	30,000 "
Stone, not dressed, per cubic foot.....	160 "
Tan Bark, green, per cord.....	2,600 "
Tan Bark, seasoned, per cord.....	2,000 "
Telegraph Poles, Fence Posts or Rails, per cord.....	3,500 "
Wood, green, per cord.....	3,500 "
Wood, seasoned, per cord.....	3,000 "

Bulk freight, L. C. L.

10. Carriers are not required to take bulk freight L. C. L., unless so specified in the Classification

Reduced rates on return
shipments.

11. Shipments of freight which are not delivered at destination, shall be returned to original shipper and point of shipment at one-half the rate applying in the reverse direction, provided that the original shipper shall file written request for such return, within thirty days after notice from carrier of failure to make delivery and guarantee or pay the freight charges in both directions, and any other legal charges which may have accrued. Billing for shipments returned under this rule must show proper reference to the original billing. Provided, however, that the above rule shall not operate to reduce the minimum charge on single shipments, as per Rule No. 4.

Articles racked or crated must be properly protected.	12 Articles offered to carriers for transportation at the rating provided for same in the Classification when racked or crated, must be enclosed to an extent sufficient to hold the framework together, and protect the property during the process of transportation. Nailing strips on or to the articles, forming partial protection only, will not be sufficient to entitle the property to the rating provided therefor when racked or crated.
Articles classified "in the rough."	13. (a) The classification of articles "in the rough" applies to such articles when sawed, hewn, planed or bent, and before any further manufacturing process has begun.
Articles classified "in the white."	(b) The classification of articles "in the white" applies after the manufacturing process has begun (and may include one coat of priming), but when the article has not been painted or varnished.
Articles classified "finished."	(c) The classification of articles "finished" applies to the article after it has passed the stage of manufacture covered by sections a and b of this rule.
Articles classified "nested."	(d) The term "nested" as used in this Classification covers a series of three or more like articles fitting closely, one within another.
Articles classified "packed."	(e) The term "packed" as used in this Classification is intended to apply only when the article is protected by a crate, box, barrel or similar carrier.
Articles in slatted boxes.	(f) Unless otherwise specified in the Classification, the ratings on articles shipped in slatted boxes shall be the same as when in boxes. Where a lower rating is shown on an article, when in slatted boxes, than when in boxes, the boxes must be slatted on two opposite sides in the same manner as a crate, and so as to permit of easy inspection of the contents.
Heavy and bulky articles.	14. Owners shall load and unload L. C. L. shipments of heavy and bulky freight, such as can not be conveniently handled by station employees.
Tonweight.	15. A ton is 2,000 pounds, unless otherwise specified.
Commodity rates.	16. Authorized commodity rates shall govern only where lower than the class rates specified herein.

VERMONT CEMENT & LIME CO. v. STATE

It is the duty of the State to regulate the sale of cement and lime, and to prevent the sale of such materials at an excessive price. The State has the right to regulate the sale of such materials, and to prevent the sale of such materials at an excessive price. The State has the right to regulate the sale of such materials, and to prevent the sale of such materials at an excessive price.

MINIMUM CARLOAD SHIPMENTS

1. (a) The minimum carload shall apply only when a carload of freight is shipped from one station, in one day, by one shipper to one consignee and destination. The minimum carload weight provided for in any article has reference to the minimum weight on which the carload rating will apply, when loaded in or upon one car (subject to rule 18h) although actual weight may be less.

Minimum carload weights.

(b) Unless otherwise specified in the Classification, the minimum carload weight of all articles shall be 24,000 pounds or twelve tons where the rate applies per net or gross ton, except that classes N, O, and P apply per car of 20,000 pounds, excess loaded in same car to be charged for in proportion. When a minimum carload weight of more than 20,000 pounds is specified, such minimum will apply regardless of the length of the car used.

When a minimum carload weight of 20,000 pounds or less is specified, such minimum will apply when cars of thirty-six feet in length or less are used; but when cars exceeding thirty-six feet in length are used, the minimum carload weight shall be increased in accordance with the following table:

LENGTH OF CARS.	When the minimum weight provided in the Classification for the article shipped is								Percentage Increase.
	less than 20,000 lbs.	less than 18,000 lbs.	less than 16,000 lbs.	less than 15,000 lbs.	less than 14,000 lbs.	less than 12,000 lbs.	less than 10,000 lbs.	less than 8,000 lbs.	
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	
Over 36 and not over 38 ft.	22,000	19,800	17,600	16,500	15,400	13,200	11,000	8,800	10
" 38 "	25,000	22,500	20,000	18,750	17,500	15,000	12,500	10,000	25
" 40 "	28,000	25,200	22,400	21,000	19,600	16,800	14,000	11,200	40
" 42 "	31,000	27,900	24,800	23,250	21,700	18,600	15,500	12,400	55
" 44 "	33,000	29,700	26,400	24,750	23,100	19,800	16,500	13,200	65
" 46 "	34,000	30,600	27,200	25,500	23,800	20,400	17,000	13,600	70
" 48 "	36,000	32,400	28,800	27,000	25,200	21,600	18,000	14,400	80
" 50 feet in length....	50,000	45,000	40,000	37,500	35,000	30,000	25,000	20,000	150

Actual weight must be charged for when in excess of the minimum weight.

The length of cars referred to in this Rule is based on the platform measurement of flat cars and inside measurement of all other cars.

Charge to be made on the excess over a full carload.

(c) When a lot of freight (not in bulk and not including Live Stock), the standard minimum carload weight of which is 20,000 pounds or more, is offered for shipment on one day by one consignor, for one consignee and destination, in quantities in excess of the amount that can be loaded into one box, flat or gondola car, the following rules will apply in assessing the charges:

The first car and all succeeding cars, except the last must be fully loaded and charged for on basis of carload rate and at actual weight, but at not less than the established minimum weight per car.

The remainder of the consignment, if loaded in one box car, shall be charged for at actual weight and at the carload rate; but if the remainder require a flat or gondola car, it shall be charged for at actual weight, and at the carload rate, subject to a minimum weight of 5,000 pounds.

VIRGINIA CLASSIFICATION NO. 1—CONTINUED.

Rates on exhibits for fairs or expositions.

17. Rates on shipments intended for fairs or expositions shall not exceed tariff rates from point of shipment to point of destination, being returned free via the same route, provided the re-shipper files with the agent of the transportation line, at re-shipping point, a certificate of some authorized official of the fair or exposition, that the shipment has been exhibited at said fair or exposition, and has not changed ownership. The above will not apply on horses.

RULES GOVERNING CARLOAD SHIPMENTS.

Application of carload rates.

18. (a) Carload rates shall apply only when a carload of freight is shipped from one station, in one day, by one shipper to one consignee and destination. The minimum carload weight provided for on any article has reference to the minimum weight on which the carload rating will apply, when loaded in or upon one car (subject to rule 18b) although actual weight may be less.

Minimum carload weights.

(b) Unless otherwise specified in the Classification, the minimum carload weight of all articles shall be 24,000 pounds or twelve tons where the rate applies per net or gross ton, except that classes N, O, and P apply per car of 20,000 pounds, excess loaded in same car to be charged for in proportion. When a minimum carload weight of more than 20,000 pounds is specified, such minimum will apply regardless of the length of the car used.

When a minimum carload weight of 20,000 pounds or less is specified, such minimum will apply when cars of thirty-six feet in length or less are used; but when cars exceeding thirty-six feet in length are used, the minimum carload weight shall be increased in accordance with the following table:

LENGTH OF CARS.	When the minimum weight provided in the Classification for the article shipped is										Percentage Increase.
	20,000 lbs. or less charge not to		15,000 lbs. or less charge not to		14,000 lbs. or less charge not to		12,000 lbs. or less charge not to		10,000 lbs. or less charge not to		
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	
Over 36 and not over 38 ft.	22,000	19,800	17,600	16,500	15,400	13,200	11,000	8,800	10,000	8,800	10
" 38 "	25,000	22,500	20,000	18,750	17,500	15,000	12,500	10,000	12,500	10,000	25
" 40 "	28,000	25,200	22,400	21,000	19,600	16,800	14,000	11,200	14,000	11,200	40
" 42 "	31,000	27,900	24,800	23,250	21,700	18,600	15,500	12,400	15,500	12,400	55
" 44 "	33,000	29,700	26,400	24,750	23,100	19,800	16,500	13,200	16,500	13,200	65
" 46 "	34,000	30,600	27,200	25,500	23,800	20,400	17,000	13,600	17,000	13,600	70
" 48 "	36,000	32,400	28,800	27,000	25,200	21,600	18,000	14,400	18,000	14,400	80
" 50 feet in length....	50,000	45,000	40,000	37,500	35,000	30,000	25,000	20,000	25,000	20,000	150

Actual weight must be charged for when in excess of the minimum weight.

The length of cars referred to in this Rule is based on the platform measurement of flat cars and inside measurement of all other cars.

Charge to be made on the excess over a full carload.

(c) When a lot of freight (not in bulk and not including Live Stock), the standard minimum carload weight of which is 20,000 pounds or more, is offered for shipment on one day by one consignor, for one consignee and destination, in quantities in excess of the amount that can be loaded into one box, flat or gondola car, the following rules will apply in assessing the charges:

The first car and all succeeding cars, except the last must be fully loaded and charged for on basis of carload rate and at actual weight, but at not less than the established minimum weight per car.

The remainder of the consignment, if loaded in one box car, shall be charged for at actual weight and at the carload rate; but if the remainder require a flat or gondola car, it shall be charged for at actual weight, and at the carload rate, subject to a minimum weight of 5,000 pounds.

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

In all cases the way-bill for the car containing the part lot must give reference to the billing covering the full car or cars.

The above rules will not apply on articles on which the standard minimum carload weight is less than 20,000 pounds; but such articles, when shipped in excess of one full carload, or carloads, shall be charged for, so far as the excess is concerned, as though the excess were a separate shipment.

19. (a) The charge for less than a carload shall not exceed the established minimum charge for a carload of the same freight; nor shall the charge for a car fully loaded exceed the charge for the same property if taken as a less than carload shipment.

(b) When no carload rate is specified for an article, the L. C. L. rate shall be charged for any quantity of the article; and no two or more articles, each of which has a carload rate, shall be shipped in mixed carloads at the carload rate, unless so provided for in the Classification.

20. (a) Unless otherwise provided in the Classification, when articles on account of length require two or more cars to transport them, the minimum charge for each series or lot over which the loading extends (not to exceed four cars in any one lot or series in one shipment), shall be as follows: For the first car, the minimum weight provided for such articles in carloads; fifty (50) per cent. of such minimum weight for each additional car. In no case, however, shall the charge be less than 36,000 pounds for two cars, 48,000 pounds for three cars, or 60,000 pounds for four cars (actual weight to be charged for when the aggregate actual weight exceeds the specified minimum weights) at the carload rate. But when same consignor furnishes other freight for same consignee at same destination, loaded on same cars, making the actual weight of shipment equal to or in excess of the minimum weights above provided for, the several articles shall be charged at their class rate in carloads, and at actual weight. (See Note).

Note.—When more than four cars are used, the additional car or cars will be considered as a new series.

When articles on account of length require two or more cars to transport them, and the cars are loaded to full or safe-carrying capacity, the minimum weights as per Rule (18b) should govern, actual weight to be charged for when the aggregate actual weight exceeds the specified minimum weights.

Charge for less than a carload not to exceed the charge for a carload.

Mixed carloads and articles for which no carload ratings are shown.

Articles requiring two or more cars for transportation.

Articles too long and bulky to be loaded in box cars.

Loading and unloading freight in C. L.

Allowance in weight for racks or standards on flat or gondola cars.

Loading cars in excess of safe carrying capacity.

Examination of contents of packages and application of proper classification.

Prepayment of freight charges.

Articles of less value than freight or other charges to be prepaid or guaranteed. Guarantee of charges.

Icing charges.

(b) Unless otherwise specified, articles too long or bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided, that in no case shall the charge on a single consignment be less than for 4,000 pounds at the first-class rate.

21. Owner shall load and unload all freight in carloads, unless carriers elect to do so for their own convenience.

22. An allowance of 500 pounds weight will be made for racks, standards or stakes and strips on flat or gondola cars, if loaded with freight requiring their use; provided, that in no case shall less than the specified minimum carload weights be charged for the property for which either racks, standards or stakes and strips are furnished.

23. Cars must not be loaded in excess of their safe carrying capacity, as prescribed by the rules of the various carriers. When cars are so overloaded, the carriers are left free to charge for the excess a rate that will effectually stop a practice fraught with so much danger to life and property.

24. (a) If agents at points of shipment have reason to suspect that an attempt is being made to deceive the carrier, or avoid proper classification, they may require an examination of contents, or other sufficient evidence that such freight is correctly described before or after receipting for same. Should freight be incorrectly described and escape detection at shipping point, if the real character of the goods is discovered before delivery to consignee or to connecting road, charges will be collected according to proper classification.

(b) Prepayment of freight charges may be declined at the receiving station upon any shipment, where the agent is not satisfied that the article upon which prepayment is tendered is correctly described in the shipping receipt.

25. (a) Any shipment which, in the judgment of the forwarding agent, would not bring at forced sale the amount of the freight charges at destination, must be prepaid, or charges guaranteed.

(b) Articles on which prepayment is required may, on the approval of the General Freight Department of the road on which the freight originates, be forwarded on the guarantee of the shipper that freight and charges will be paid at destination. Full explanation to be made on way-bills or manifests and transfer slips.

26. Carriers will be permitted to make such rules and regulations regarding icing shipments of property requiring icing as may be just and reasonable, subject to review by the Commission on complaint.

Dry, in kegs, barrels or casks.	3		Evaporators, sugar, cast iron.	3	
Liquid, in casks or in cans, boxed.	1		Fans, corn or wheat; see Mills, fanning.	1	
	1		and wood, in bundles	3	
	3		with or without wheels, S. U.	1	
	3		and thoroughly K. D.	2	
	4			4	
Fatens.			Harrow, disc, S. U.	1	
iron or steel (C. L.).	2	4	Same, K. D.	3	
s, iron or steel, in			Harrow, N. O. S., and Harrow Frames	4	
anised Iron Buckets			see Iron and Steel Articles.		
to load and unload			! Pickers, cotton	1	
			O. S.; see Mowing Machines.		
vis.: Cleaners, tobacco (min. wt. 20,000 lbs.)			handles, in barrels or casks	3	
Fodder Shredders and Corn Huskers (min. wt. 10,000 lbs)		5	Housers, hay, see Carriers.	4	
Fodder Shredders and Corn Huskers, in mixed C. L.		5	Horse-powers, railroad or endless chains.	1	
with other Agricultural Implements (min. wt. 20,000			Horse-powers, N. O. S., K. D.	3	
lbs.)		6	Hullers, clover.	1	
Harvester and Pickers, cotton, min. wt. 20,000 lbs.		5	Hullers, pea, hand.	2	
min. wt. 20,000 lbs.		6	Hullers, pea, power, detachable parts taken off and	1	
when in straight C. L., mixed			packed	2	
0 lbs.		6	Hullers, rice, iron, S. U.	4	
C. L., vis.: Same, K. D., packed or crated.			Huskars, corn	1	
D.	3			1	
Mowing Machines.				3	
Mowing and Reaping Machines	3			1	
iron.	1		Same, K. D.	2	
Cleaners, tobacco	2		Mills, cane, cast iron, min. wt. 350 lbs. each.	3	
Cockle Machines, for separating cockle, oats, chaff,			Mills, cane, N. O. S.	5	
etc., from wheat, S. U.	1		Mills, cob.	4	
Same, with hopper detached and secured inside of			Mills, corn, N. O. S.	4	
machine	2		Mills, corn, power	3	
corn.			Mills, fanning, S. U.	4	
	1		Same, drums detached and packed inside of main	D1	
	D1		frame		
	3		Same, K. D. flat, packed or in bundles	1	
Separators; see Machinery.			Mills, hominy	1	
			Mills, sorghum; see Mills, cane.	4	
	D1		Mills, sugar	2	
	2		sted or bored	1	
			andles in bundles	3	
			fowing and Reaping		
	D1			3	
	4		nders and Harvesters,	1 1/4	
			S. U.		
	1		he parts removed and	3	
	3		Pickers, peanut.	1	
			small parts packed.		

[illegible]

including 2d-hand sugar-bag cloth) for covering cotton.	A	6	1 1/2	3	4	5
Bags, viz.:						
Burlap.....	5	6				
Cotton.....	4					
Gunny.....	5	6				
Mail, Government, in bundles or sacks (C. L., min. wt. 24,000 lbs.).....	2	3				
Paper, packed or in bundles.....	5	A				
Traveling, empty, loose.....	1 1/2					
.....boxed value limited to \$5.00	1					
.....not boxed, not taken.....	3					
Standard gauge, on their same as Steam Shovels.....	3	5				
.....K. D., in packages.....	D1	4				
Balloons and Parachute Outfit, viz.:	1					
Balls, base.....	1	3				
Balusters; see Woodwork.....	3					
Bamboo, packed or in bales (C. L., min. wt. 20,000 lbs.).....	5	6				
Bananas, see Fruit.....	5					
Barilla.....	5					
Barium chloride of, or Splate (C. L., min. wt. 30,000 lbs.).....	5					
Barley, viz.:						
Tan, in sacks.....	1					
Tan, stick, C. L., same as Lumber, common, C. L., N. O. S.....	4					
Barley Extracts, for tanning; see Extracts, tanning.....	5					
Barley Extracts, for dyeing purposes; same as Dye Stuff, N. O. S.....	4					
Barley, N. O. S.; see Grain.....	5					
Barley, pearl, in paper packages packed in barrels or boxes.....	4					
Same, in bulk, in sacks or barrels.....	5					
Barn Door Hangers and Tracks; see Iron and Steel Articles.....	4					
Same; see Tobacco Barn Machines.....	5					
Barn.....	4	6				
Barns.....	1					
Barrel.....						
Barrel.....						
Barrel.....						
Barrel Racks and Stands; see Racks.....						
Barrels, empty, viz.:						
Barrels, Half-barrels and Kegs, ale and beer, (estimated weights, barrels, 100 pounds each; half-barrels, 60 pounds each; kegs and quarter-barrels, 30 pounds each; eighth-barrels, 20 pounds each).....	6					

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[illegible]

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

C	CLASS		C	CLASS	
	LCL	CL		LCL	CL
Cake, viz.: Corn oil, in sacks or barrels Cotton seed oil, see Fertilizers. Linseed. Nitro. Nitro, C L.; see Fertilizers. Salt	6 D 5 5	..... ..... ..... .....	Carousals; same as Merry-Go-Rounds. Carpeting, viz.: as of crates. bundles. bales. Carpet Lining, paper; see Paper. Carpet Sweepers, loose Same, boxed. Carrara, see Paints. Carriages; see Vehicles. Carriers and Hoisters, hay; see Agricultural Implements. Carriers, empty, ale, beer or mineral water; see Boxes, empty.	4 2 3 1 1 3 4 D1 1	..... 6 5
as or in tin cans, in cases, rums.	5 3 3 6	..... 5	Stock Equipment. in crates or boxes. are, paper or leatheroid, r (not high explosive), boxed. metallic, empty packed. a, cracker. see.	D1 2 1 2	..... 5
limestone 20,000 lbs.) Fish), Fruit and York) Cream) Preserves, to thereof s than three, un-	1 1 2 1 4 4 1 4 4 4 2 2 2 4 3 3	..... ..... ..... ..... ..... 3 5 5 5 5 5 5	N. O. S.; see Boxes. Cash Railways, boxed or tied in bundles Cash Registers and Railway Fare Registers, boxed Casks, empty, for wine, beer or other liquids; see Barrels.	1 1	..........

1 (C. L., min. wt. 15,000 lbs.)	4	0	Casks, iron; see Drums.
2 carloads, with Tinware, 160.; see Tinware.	4	3	Cassava Roots and Stalks, prepaid.
3 turned; see Boxes, empty.	4	3	Cassia; see Pepper and Spices.
4 Glass and Glassware—			Cartons, vis.: Steel Articles.
5 min. wt 15,000 lbs.)	D1	3	Cattle, N. O. B.
6 t. 15,000 lbs.)	1	2	Cattle, vis.: Fertilisers.
7 t. 15,000 lbs.)	2	2	Cateup, vis.: In glass or earthenware, packed.
8 Agateware, Granite ware,		4	C. Beuerkraut, 4.; see Pickles.
9 re of ice (C. L., min. wt.	1	6	C. 30,000 lbs.).
10 min. wt. 15,000 lbs.)	1	4	
11 ed C. L., with Tinware,	1	2	
12 etc.; see Tinware.		1	
13 Roving, manufactured of fibre, paper or metal, for cotton or woolen mills (C. L., min. wt 15,000 lbs.)	D1	4	
14 N. O. B., viz.: Loose	D1	4	
15 Boxed or crated...	1	4	
16 C. L., min. wt. 15,000 lbs.	2	6	(C. L.
17 Cant Hooks, Peavies and Pike Poles		4	
18 Canton Flannel; see Dry Goods.		5	
19 Canvas; see Dry Goods.	1	5	
20 Caps and Hets	3		
21 Caps, hay and grain (C. L., min. wt. 15,000 lbs.)	1		
22 Caps, percussion...	3		
23 Caratens	5		
24 Carbide of Calcium; see Calcium.	3		
25 Carbide of Silicon	1 1/2		
26 Carbolinum; same ratings as Paints.	6		
27 Carbon, bi-sulphide of, in iron drums (option).	1		
28 C. L.; Coke rates.	2		
29 ric batteries	3		
30 aka.	4		
31	3		
32	1		
33	1		
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VIRGINIA CLASSIFICATION No. 1—CONTINUED.

C	CLASS		D	CLASS	
	LCL	CL		LCL	CL
Chain Belting or Sprocket Chain: see Machinery and Machines.			Clay, vis. - Con.		
Chain, cotton, woolen and hempen; see Dry Goods.			Fire and Fire Brick, straight or mixed, min. wt. 30,000 lbs		K
Chain, iron; see Iron and Steel Articles.			N. O. S., in sacks, barrels or casks	6	
Chairs and Chair Stock: see Furniture.			N. O. S., min. wt. 30,000 lbs.		L
Chairs, lawn, iron, see Furniture.					
Chalk Whiting, viz.:			plates), C. L.; see Pots.		
In boxes or in cartons, packed.	3		plements.		
Chalk or Whiting	4		curing electric wires, packed.	3	
In kegs, barrels or casks	4	6		1	
Charcoal, in sacks or in barrels with cloth or burlap tops	A	L	rubberized, with aboddy lining	2	
Same, or in bulk, min. wt. 30,000 lbs.			in the original piece; see Dry Goods.		
	2		Cloth, emery	3	
	3		Clothes Lines; see Rope.		
Goods.			boxes.	3	
			Pins and Washboards,		
			A, min. wt. 12,000 lbs.)	3	5
Chests, viz.:					
	1		roolen mills), packed.	2	
				1	
	3		ware, in various sizes.	1	
			Rubber.	1	
	1		N. O. S.	1	
	2		Clothing Hangers, packed.	2	
			Cloth, wire; see Wire Cloth.		
			Clubs, Indian, wooden, packed.		
Chips.	1		Coat and Coat, in sacks or in barrels with cloth or burlap tops	2	
			Coal and Coke (min. wt. 30,000 lbs.)	A	L
	2		Coal Tar, see Tar.		
			Coca-Cola aerated, in glass or earthenware, packed; same as Ginger Ale, in glass or earthenware, packed.		
			Cocoa.	2	
			Cocunut, desiccated, in glass, packed.	1	
			Same, N. O. S.	3	
			Cocunut; see Nuts.		
			Codfish; see Fish.		
			Coffees, viz. (see Note):		
min. wt. 12,000 lbs.)	3	5	Green, in single sacks	4	
Earthen or stone; see Earthenware.			Green, in double sacks.	5	

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

C	CLASS	C	CLASS		LCL	CL
			LCL	CL		
Conductors and Eave Troughs, wooden	4	6	4	6		
Conduits, vis.:	6	A	6	A		
Brick	2	4	2	4		
Electrical insulating, tarred felt paper, indurated fibre or	4	6	4	6		
h. wt.	4	6	4	6		
con-	6	A	6	A		
... ..	4	6	4	6		
Con-	1	.....	1	.....	
ex-	4	5	4	5		
... ..	2	.....	2	.....	
ports	3	5	3	5		
... ..	4	.....	4	.....	
... ..	1	.....	1	.....	
ined,	5	6	5	6		
... ..	1	.....	1	.....	
... ..	1½	.....	1½	.....	
... ..	2	.....	2	.....	
ton.	2	.....	2	.....	
... ..	2	.....	2	.....	
... ..	2	.....	2	.....	
... ..	2	.....	2	.....	
... ..	2	.....	2	.....	
Copper Bottoms, Plates, Sheets, Bolts and Rods..	3	.....	3	.....	

C	CLASS	C	CLASS		LCL	CL
			LCL	CL		
Cornices and Ornamental Work for buildings, vis.:						
Wooden, for windows, doors or inside finish; see Wood-						
work.						
Wooden, for outside finish; same as Mouldings for build-						
ing purposes.						
Cornice Mouldings, galvanized iron (not Cornices), nested						
and crated						
Cornets.						
Corundum, crude, vis.:						
In sacks						
In kegs, barrels or casks						
N. O. S.						
Cots; see Furniture.						
Cotton, vis.:						
Absorbent or medicated						
Accepted at						
plied—500						
bale when						
not covered						
covered by						
100 pounds						
,000 lbs.)						
tablets.						
hinery.						
privilege to						
carrier of compressing (value limited to two cents						
per pound)						
same as Cotton.						
Cotton						
Cotton						
Cotton						
Cotton						

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VIRGINIA CLASSIFICATION No. 1—Continued.

E-F	CLASS		F	CLASS
	LCL	CL		
lbs.)	2	5	Fertilisers, including also the following named articles, C. L., minimum weight 3,000 pounds:—Con.	Fertiliser Commodity Rates.
lbs.)	1		Garbage Tankage, dried and ground	
lbs.)	1		Guano	Twenty per cent. higher than Carload Rates on Fertilisers.
lbs.)	1		Hartsalts	
lbs.)	1		Hulls, cotton seed	
lbs.)	1		Keinit	
lbs.)	1		Manure Salts	
lbs.)	1		Meal, cotton seed	
lbs.)	1		Nitrate of Soda	
lbs.)	5	D	Pyrites	
lbs.)			Slag, ground	
lbs.)			Sulphur, when for fertiliser material	
lbs.)			Sylvinit	
lbs.)			Tankage	
lbs.)			size of acid sulphate of, when for fertiliser material	
lbs.)			Fertilisers, including also the following named articles, L. C. L. (see Rule 10 of Classification):	
lbs.)			Acid Phosphate	
lbs.)			Ammonia, sulphate of, when for fertiliser or fertiliser material	
lbs.)			Asbes, cotton seed	
lbs.)			Asbes, rice straw	
lbs.)			Asbes, tan bark	
lbs.)			Asbes, wood	
lbs.)			Blood, dried	
lbs.)			Bones	
lbs.)			Bones, dissolved or acidulated	
lbs.)			Bone Black, for fertiliser or fertiliser material	
lbs.)			Bone Black, dissolved	
lbs.)			Bone Dust	
lbs.)			Cake, cotton seed oil	
lbs.)			Castor Pomace	
lbs.)			Cinders, wood	
lbs.)			Double Manure Salts	
lbs.)			Fish Scrap	
lbs.)			Garbage Tankage, dried and ground	
lbs.)			Guano	
lbs.)			Hartsalts	
lbs.)			Hulls, cotton seed	
lbs.)			Pyrites	
lbs.)			Slag, ground	
lbs.)			Sulphur, when for fertiliser material	
lbs.)			Sylvinit	
lbs.)			Tankage	
lbs.)			size of acid sulphate of, when for fertiliser material	
lbs.)			Fertilisers, including also the following named articles, L. C. L. (see Rule 10 of Classification):	
lbs.)			Acid Phosphate	
lbs.)			Ammonia, sulphate of, when for fertiliser or fertiliser material	
lbs.)			Asbes, cotton seed	
lbs.)			Asbes, rice straw	
lbs.)			Asbes, tan bark	
lbs.)			Asbes, wood	
lbs.)			Blood, dried	
lbs.)			Bones	
lbs.)			Bones, dissolved or acidulated	
lbs.)			Bone Black, for fertiliser or fertiliser material	
lbs.)			Bone Black, dissolved	
lbs.)			Bone Dust	
lbs.)			Cake, cotton seed oil	
lbs.)			Castor Pomace	
lbs.)			Cinders, wood	
lbs.)			Double Manure Salts	
lbs.)			Fish Scrap	
lbs.)			Garbage Tankage, dried and ground	
lbs.)			Guano	
lbs.)			Hartsalts	
lbs.)			Hulls, cotton seed	
lbs.)			Pyrites	
lbs.)			Slag, ground	
lbs.)			Sulphur, when for fertiliser material	
lbs.)			Sylvinit	
lbs.)			Tankage	
lbs.)			size of acid sulphate of, when for fertiliser material	
lbs.)			Fertilisers, including also the following named articles, L. C. L. (see Rule 10 of Classification):	
lbs.)			Acid Phosphate	
lbs.)			Ammonia, sulphate of, when for fertiliser or fertiliser material	
lbs.)			Asbes, cotton seed	
lbs.)			Asbes, rice straw	
lbs.)			Asbes, tan bark	
lbs.)			Asbes, wood	
lbs.)			Blood, dried	
lbs.)			Bones	
lbs.)			Bones, dissolved or acidulated	
lbs.)			Bone Black, for fertiliser or fertiliser material	
lbs.)			Bone Black, dissolved	
lbs.)			Bone Dust	
lbs.)			Cake, cotton seed oil	
lbs.)			Castor Pomace	
lbs.)			Cinders, wood	
lbs.)			Double Manure Salts	
lbs.)			Fish Scrap	
lbs.)			Garbage Tankage, dried and ground	
lbs.)			Guano	
lbs.)			Hartsalts	
lbs.)			Hulls, cotton seed	
lbs.)			Pyrites	
lbs.)			Slag, ground	
lbs.)				

Pans, via:	1
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Class or lower when in straight C. L., min. wt. 12,000 lbs.		3		Dressing Cases or Dressers, wrapped or crated. Easels.	
s; see Mattresses. r crated (see Note)	1				2 1½
D. flat, wrapped,					2 1
or crated.	2				
ies	2				
ed, S. U.	4				
rs of not more than	3				
oughly taken apart	1½				
wrapped or crated.	2				
ed.	1				
isplaying hardware,	1				
itures, packed or in	2				
illow, wrapped or	3				
ng or surgical, S. U.,	D1				
r packed	D1				
D.	1				
nd wood combined	1				
N. O. S., S. U.	2				
or boxes	1				
tane, splint, rattan,	2				
r wooden seats (not	1				
r rockers), S. U., un-	2				
wrapped or wrapped with paper, tied in pairs, seat	1				
to seat (see Note)					

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	D
Grease, viz:	
Axle, all kinds	
Carriers, in boxes (C. L., min. wt 30,000 lbs.)	
N O S, in cans, boxed	
N O S, in buckets, tube or kits	
Griddles.	
min. wt. 30,000 lbs.)	
S., viz.:	
flat.....	
Grita, viz.	
Brewers' (C. L., min. wt. 35,000 lbs.)	
Refined, to be used by cotton mills as a substitute for starch, packed	
N O S, in sacks; same as Meal, corn.	
N O S, in barrels, same as Flour, in barrels.	
N O S, in boxes or drums.....	
Groceries, N O S	
Guano; see Fertilizers.	
Guano Horns, tin, N O S	
Same, crated	
Guarda, for street cars; see Iron and Steel Articles—Fenders.	
Gum, viz:	
Camphor, see Camphor, gum.	
Chicle, in packages.	
Copal, shellac, and kowrie, in packages	
Chewing	
Tolu	
N O S.....	
Gun Cotton; see Explosives.	
Gun Stocks in the rough marked	
'anised iron or tin, viz.:	
(ter); same rates as on Agricultural Lime.	
Same, in mixed C. L., with Grain, Millstuffs, Bran, Shorts or Shipstuffs, min. wt. 30,000 lbs	
Hay, salt, see Sea Grass	
Steel Articles.	
packed in cases.....	
Hides, scrap (raw hides).	
Hide Trimmings and Scrapings, see Fleshings.	
Hides, Fur, Peltries and Skins, viz.:	
Fur, in bags	
Fur, in boxes, bundles or trunks, strapped	
Fur, N O S	
Hides, dry loose	
Hides, dry, tied in bundles or bales	
Hides, green	
Hides, green, salted	
Peltries;	
Skins, dec	
Skins, N five c	
Same, N O S	
Same, N O S	
Sheep and Goat Skins, dry, loose	
Peltries, value limited to twenty-l, in bags, barrels or boxes	
Holdern, clothes line; see Clothes Line Holders.	
Holdern and Cutters of rolled paper, see Paper Holdern and Cuttern.	

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

H	CLASS		H-I	CLASS	
	LCL	CL		LCL	CL
Hollowware and other Stove Furniture (cast or sheet iron or steel, but not including Stove Pipe and Stove Pipe Elbows), viz:			Fertilizers, cultural implements, packed	1	
Stoves, loose or packed (C. L., min. wt. 20,000 lbs.)			taken, C. L., min. wt. 20,000 lbs.)	5	D
Pans, sheet iron, dripping or frying, mixed C. L., with Tinware, Agateware, Granite ware, etc.; see Tinware.			Hydrants; see Iron and Steel Articles.		
Hominy, viz.: Canned; see Canned Goods.			Hydro-Carbon, in iron drums or in tank cars; Coal Oil rates.		
In bags; same as Meal, corn.					
In barrels; same as Flour in barrels.					
In boxes, same as Grits in boxes.					
Flakes; same as Oat Meal.					
	4			2	
	1			1	
	2			1	
	1			DI	
	4			1	
	4			1	
		A		1	3
	1			1	
	2			4	
	4			3	
	3			4	
	1			2	
	4			2	
				3	6
	6			5	6
	4			1	
	1				
	2				

2	6	wt 30,000 lbs.		4	5
3	6	Iron and Steel Articles, viz.:		2	
		Iron and Steel Articles, N. O. S.		4	
		Anchors, guy		5	
		Anchors, N. O. S.			
		Anchors, torpedo, cast iron; see Castings and Forgings.			
		Andirons; see Dog Irons.			
1				6	
3		Same, C. L.; see Special Iron.		5	
1		Anvils		3	
2		Awning and Shade Frames and Fixtures, K. D., in			
3		bundles, wired or crated.		6	
		Axles, viz.:		5	
1		Car			
		Same, C. L.; see Special Iron.			
		Boiler Heads,			
		Rod, unpacked;			
		on or Steel with			
		of an inch or			
		polished, un-			
		y inspection of			
		ags, barrels or			
		ring mattresses,			
		pecial Iron.			
		or in sacks or			
		Booths, viz.:			
		Police patrol, sheet iron, S. U.			
		Voting, K. D.			
		Boxes and Skeins, vehicle, boxes or packed.			
		Boxes, cast iron meter			
		Boxes, cast iron service or stopcock.			
		Same, C. L.; see Special Iron.			
		Boxes, gas purifier, unpacked			
		Same, C. L.; see Special Iron.			
		Boxes, safe deposit.			
		Box Straps or Fasteners (metal bands), in bundles, bags,			
		barrels or sacks.			

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VIRGINIA CLASSIFICATION No. 1—CONTINUED.

	I	CLASS		I	CLASS		I	CLASS		I	CLASS	
		LCL	CL		LCL	CL		LCL	CL		LCL	CL
Iron and Steel Articles, viz.:—Con. Shoes, horse, mule and ox, in boxes or kegs (estimated weight, 100 pounds per keg). Same, C. L.; see Special Iron. Shoes, horse, iron or steel and rubber combined, packed. Shutters Siding, stamped in imitation of brick or stone, packed or in bundles. Sinks, loose or in crates or barrels, not nested. Same, nested in bundles, crates or barrels Same. Siphons, for flushing sewers, cast iron; see Castings and Forgings. ers, N. O. S a. al Iron. packed; see Special Iron. ndles n Brake Shoes. Note):												
Columns, Pedestals, Window Jambs, Plates, Channel Bars and finished boiler heads, Plate and Rod, un- d or not polished, un- packed or crated so as to permit easy inspection of contents, L. C. L. and C. L. Brooms and Billets, steel, L. C. L. Bolts, loose, five feet or over in length, C. L. Bolts, Nuts, Rivets and Washers, packed or in sacks or in bundles, C. L. Boxes, cast iron service or stopcock, C. L.												
Special Rates, or 6th Class, in the absence of Special Rates.												

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Milk, condensed, viz.:		In boxes; see Canned Goods.	
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
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100	100	100	100

Classification	Rate	Notes
In cans (jacketed), unpacked	3	
In cans, boxed	3	
In cans	4	
In barrels, carrier's convenience	4	
In barrels	6	
In tank cars	6	
In iron casks or drums (Coal or Kerosene, Naphtha, Benzine and Gasoline), actual weight	3	
Oilers or Oiling Cans, N. O. S.	1	
Oil Press Cloth or Matting, see Mats.		
Oil Tank Wagons; see Vehicles.		
Oil Well Outfits, see Machinery, well boring.		
Oleomargarine; see Butterine.		
Olives, viz.	2	
packed	4	
Pickles, Vinegar, Sauerkraut,		
etc.; see Pickles.		
Omnibuses; see Vehicles.		
Onions; see Vegetables.		
Onion Sets; Onion rates.		
Optical Goods, N. O. S., consisting of Spectacles, Eye-		
Glasses, Opera, Field or Marine Glasses, Micro-		
scopes, Hand Telescopes, etc., and Lenses therefor,		
boxed (see Note)	1	
Notiz.—Telescopes and Telescopic Lenses, N. O. S.,		
taken only by special agreement.		
Oranges; see Fruit, green.		
Orange Peeling, see Peeling.		
Ordnance Stores, N. O. S.	3	
Ore, Stone and Rock Crushers; see Machinery and Ma-		
chines.		
Ores, viz. (see Note):		
Notiz.—Specimens or Samples of Ores must be prepaid		
or guaranteed.		
nited to \$20 per	5	
100 lbs.)	5	
100 lbs.)	6	
100 lbs.)	6	
100 lbs.)	4	
100 lbs.)	A	
100 lbs.)	5	
100 lbs.)	5	
100 lbs.)	5	
100 lbs.)	6	
100 lbs.)	K	
Same, L. C. L., twenty per cent. higher than Class K.		
Organs, see Musical Instruments.		

tion.

Same, L. C. L., twenty per cent. higher than Class K.
Organs, see Musical Instruments.

[illegible]

VIRGINIA CLASSIFICATION No. 1--CONTINUED.

[illegible]

Quantity	Item	Unit	Notes
2	Ten Pins and Balls; see Ten Pins.		
2	Tent; see Tent Pins.		
3	N. O. S., wooden; see Woodenware.		
K	Pipe, viz.		
2	Block tin, in casks		
2	Copper, brass and metal, N. O. S., not boxed		
3	Same, boxed		
K	Earthen and concrete, drain, tile or sewer (C. L., min. wt. 20,000 lbs.)		
1 1/2	Is of Earthen and Concrete and Fire Clay and Plue		
2	cen at the highest car-		
4	b of the articles named.		
5	Heating furnace, galvanized iron or tin (not nested), crated or boxed.		
1 1/2	Same (nested), crated or boxed.		
4	Iron; see Iron and Steel Articles.		
5	Lead, in coils or on reels, N. O. S.		
D1	Lead, in boxes or casks or on reels enclosed with boards or slats.		
1 1/2	Lead Sheet iron, spiral; see Iron and Steel Articles.		
4	Stove, and Elbows, loose or wired in bundles.		
5	Same, boxed or crated (C. L., min. wt. 12,000 pounds).		
1 1/2	Stove, side seams not closed, nested, wired in bundles or crated.		
4	Same, in mixed C. L. with Stoves and Ranges; see Stoves and Ranges.		
2	Tin, N. O. S. (not nested), crated or boxed.		
4	Same (nested), crated or boxed.		
4	Wooden and Bored Logs		
5	Terra cotta, in boxes or crates		
4	In casks, barrels or tierces		
4	Loose		
3	Pipe Fittings, see Fittings.		
3	Pipe Covering, asbestos; see Asbestos Products.		
3	Pipe Covering, cork, boxed or crated		
3	Pipe Covering, magnesia		
2	Pipes, organ; see Musical Instruments.		
2	Pipes, tobacco, viz.		
2	Common clay, in boxes or barrels		
2	Corn cob, in boxes		
1	N. O. S.		
6	Pitch, in barrels or casks		
6	Pitch, Asphaltum, Roofing Paper, Tar and Roofing Gravel (in mixed C. L.) (min. wt. 30,000 lbs.)		
D1	Pith, corn stalk, packed or in sacks (C. L., min. wt. 20,000 lbs.)		
D1	Phalids; see Dry Goods.		
D1	Planets; see Machinery and Machines, N. O. S.		

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

P-Q-R	CLASS		R	CLASS	
	LCL	CL		LCL	CL
Powder, viz.: Baking and yeast Bleaching; see Lime, chloride of	3	4	Ru Ru Ru Ru		
Animal or poultry.					
ing Powders.	3	...			
plements.	4				
S. (not including	2	5	Same, K. D., wheels off. K. D		
lements.	3	5			
		5			
rates or bundles.	2				
cks, S. U. (C. L.	2	4			
Printers' Chases, iron, in bundles, crates or boxes	1	3			
Printers' Rollers	2	3			
el Articles.	4	5			
ys. and Steel Articles. Implements.					
ron and Steel Articles. Wheels, see Machinery and	4				
Pulp, beet; see Beet Pulp. Pulp, mineral	5				

BASIS FOR CALCULATION OF FREIGHT.

Mileage rates between points governed by this Classification will be computed upon the basis of the shortest all-rail standard gauge mileage, by usual routes of transportation, plus actual arbitraries, subject to a minimum distance of the mileage shown.

ATTENDANTS IN CHARGE.

Attendants in charge of Passenger, Sleeping, Dining, Baggage, Mail and Express Cars, must pay full fare in both directions.
The rates on Locomotives do not include the fare of attendants or caretakers.
Attendants or caretakers in charge of Locomotives must pay full passenger fare.

12c. per mile
and
10c. per mile
8c. per mile
Stock
6c. per mile
4c. per mile
4c. per mile

Four-Wheel Caboose Cars

	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
or casks in sacks, bundles, or packed in bulk	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
bund, in packages	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Fittings, Fixtures and Parts.	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Engines, see Machinery and	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Material.	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Fixtures and Parts	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Machines.	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Pyrites, see pyrites.	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Pyrites Cinder or Refuse or Dross	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Quarts, granulated; see Crushed Granite.	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26																								

[illegible]

sacks		2	D	Socks and Headings, for barrels or boxes, in bundles; same as Common Lumber.
seed in bales		4		Shorts; see Bran.
Machinery and Materials.		3 4		Shot, Bullets and Granulated Steel, viz.: In bags.....
watts		4		.....
		2		.....
		3		.....
Vehcle; see Vehicle Materials. Water closet; see Water Closet Seats. Seed, via: Bird; see Bird Food. Clover Clover, flax, grass (N. O. S.), hemp, linseed, millet, sorghum, milo maize and timothy, mixed Cotton, bulled Cotton (C. L., min. wt. 30,000 lbs.) Flax. Garden Same, returning over same line by which originally forwarded Grass, N. O. S. Hemp Linseed Millet Mustard Peach Stones, prepaid, packed or in sacks Peach Stones, packed or in sacks or in bulk Sorghum and milo maize Timothy Vetches N. O. S. See-saws and Combination See-saws and Jogging Boards; same as Swinge, wooden. Signals) or Parts thereof, in Implements. cotton seed; see Machinery, w, wood slat (not including rollers, packed N. O. S., and Rollers, packed - Hardware, N. O. S. Shadines; see Fish Shading Shafting, see Machinery and Machines.	6 D 1 DI 1½ 3 1	6 1 DI 1½ 3 1	2 4 5 3 6 1 4	

VIRGINIA CLASSIFICATION No 1—CONTINUED.

S	CLASS	LCL	CL	S	CLASS	LCL	CL
id ot (Signs), in	1	1	6	Soda, viz.:—Con. Sai Soda or Carbonate of Soda, in sacks, boxes, barrels or kegs	6	6	6
ed exceeding	4	4	6	Sa Sa Sa	4	4	6
); see Tanks.	5	5	6	Sofas; see Furniture. Softener and Sizing, cotton and wool. Soldier Soldering Flux; see Flux. Soluble Blue, in kegs, barrels or casks Solution, viz.: Lime and sulphur: In glass or earthenware, boxed. In cans, jacketed. In cans, packed. In bulk, in kegs, barrels, casks or iron drums. S or iron drums; or in rlood	3 4 6 2	3 4 6 2	6 6 6 6
Boxes and	3	3	6	In glass or earthenware, boxed. In cans, jacketed. In cans, packed. In bulk, in kegs, barrels, casks or iron drums. S or iron drums; or in rlood	1 1 3 6	1 1 3 6	6 6 6 6
tes	3	3	6	4. ozed, prepaid. n. wt. 30,000 lbs.) icles.	D1 4 5	D1 4 5	6 6 6
in. wt. 30,000	3	3	6	L., min. wt. 20,000 lbs.)	1	1	3
rs and Ridge-	5	5	6	Sponges, iron; see Iron and Steel Articles. Spools and Cores, for winding paper, viz.: Iron, without flanges Iron, wood or puateboard, N. O. S.	D1	D1	6 4
	4	4	K				
	5	5	K				

Slate Roofing, packed.....	6	K	Spools, cotton and woolen mill; see Machinery, cotton and woolen.	3	
Slate Roofing (C. L., min. wt. 30,000 lbs.).....	3	5	Spoons, tin or tinned iron, boxed.....	1	
Slate Slab, N. O. S.; see Marble and Granite.			Spouts; see Gutters and Guttering.	4	
Slates, school.....	4		Sprayers, garden; see Agricultural Implements.	5	
Slate, viz.: Bed; see Furniture. Trunk; see Trunk Slats.			Sprayers, N. O. S., hand-power, packed.....	1	
Sledges; see Iron and Steel Articles.			Spreaders; see Agricultural Implements.	3	
Sledge, log; see Vehicles.			Springs, viz.: Car, iron; see Iron and Steel Articles.	1	
Sleighs; see Vehicles.			Car, rubber, loose.....	3	
Smalts, painters', in boxes, kegs, or barrels.....	D1		Car, rubber, boxed.....	1	
Smokestacks (ship's option); see Machinery.	2				
Snuff, viz.: In jars, not packed.....	6				
N. O. S.....	4				
Roan viz.: to five cents per loading.....	5	6			
impounds.....	5	K			
	5		see Paints.		
barrels or casks.....	5				
or casks.....	4	6	Articles. rod, K. D. (C. L., min.	3	
	6			4	5
	4		Stanchions, cattle.....		
	4		Stand Pipes; see Iron and Steel Articles.		
	4	6	Stands, viz.: Baggage.....	3	
erial, L. C. L.; see			etc. icycle Stands.		
	4		furniture.		
	6		iture. rature.		
30,000 lbs.); Ferti-	6		and Steel Articles.		
	6		Starch, N. O. S., in bags, boxes or barrels.....	4	6
in bulk (min. wt		A	Starch, liquid, or Starch Polish, in glass, boxed.....	1	
	4		Saws, in wood.....	2	
			Stationery, N. O. S.....	1	

Stoves and Ranges, v.2.:

Alcohol, gas, gasoline, oil or vapor, viz.:

Skeleton frame or with frames partially enclosed with thin sheet iron or steel, crated or boxed	.....
Other than skeleton frame or other than with frames partially enclosed with thin sheet iron or steel, crated or boxed	.....
Boxed, crated or loose (min. wt. 10,000 lbs.)	.....
Same in mixed C. L., with Stoves and Ranges, N. O. S. (min. wt. 20,000 lbs.)	.....
Sand Ovens, boxed or crated	.....
Sheet iron or sheet steel, N. O. S.	.....

Stoves

Stoves

Stove Hollowware, not enameled, agate or granite ware and not including Stove Pipe and Stove Pipe Elbows), straight or mixed (min. wt. 20,000 lbs.).

NOTE.—Carload shipments of Stoves and Ranges, N. O. S., not crated or boxed, must be so braced in the car as to prevent shifting of the load and to insure safe transportation.

Hollowware and other Stove Furniture, shipped separately from Stoves; see Hollowware.

stay from gloves, see **Gloves**.
Straw; see **Hay**.
Straws, lemonade.
Straw Boards; see **Paper**.
Straw Bottle Covers; see **Covers**.
Straw Braid, for the manufacture of straw hats, in bales.
 Same, in cases.
Straw Goods.
Street Sprinklers; see **Vehicles**.

F

Tel./fax: see Furniture.

Tackle, fishing: see Fishing Tackle.

Tracks: use: use Iron and Steel Articles.

THEY'VE BEEN HERE FOR 100 YEARS

Tanks, glaziers, in boxes of barrels.
Tanks used in from or barrels.

Jack, wife, in Kato or Barrels
T-47- N () &

Tacks, N. O. S. representing a money value as premiums; not taken except by special contract.

**These iron or tin, in boxes
sold in tin, in boxes
not taken except by
in address having tin**

Same, in kegs or barrels

... .. min. wt. 20,000 lbs.)
Tens. paper. Packed (C. L.)

Tails, cattle +

Talc, in stock, kegs, barrels or casks

Tallow, in barrels or casks

Tallow, N. O. 3

Camarrada, in boxes of kears.

Tanbark, stick, C. L.; same as Lumber, common, C. L.

Rankings: see Fertilizers.

Tank Material, wooden, unpacked (C. L., min. wt. 30,000 lbs.)

Tanks, Inc.

PAKES, VIL.
Cement or stone K D crated or boxed

Iron or steel, sheet or galvanized, with pump hood and measure inside of tank, boxed or crated.....

[illegible]

2,082

7	+
6	+
5	+
4	+
3	+
2	+
1	+
0	+
-1	+
-2	+
-3	+
-4	+
-5	+
-6	+
-7	+
-8	+
-9	+
-10	+
-11	+
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-92	+
-93	+
-94	+
-95	+
-96	+
-97	+
-98	+
-99	+
-100	+

0

Oil Cabinets

nted. S. U.

Wooden, K. D. (C. L. min. wt. 30.000 lbs.)

N. O. B.

N. O. B.
Tapioca, in bags, boxes or barrels.

..... capacity of tank to
..... weight of mine and

[illegible]

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

T	CLASS		T-U-V	CLASS	
	LCL	CL		LCL	CL
Traps, vis.:—Con Sewer, gas or grease, vis.: Iron, see Iron and Steel Articles. Lead, loose Lead in barrels or boxes	3 4		Tube, vis.:—Con. Laundry, cast iron, legs off. Tubs and Buckets, galvanized iron, mixed (C. L., min. wt. 20,000 lbs.) Tubs and Tinware ware.	3	4
Trays, N. O. S., wooden; see Woodenware Treenails Tree Protectors, iron, see Iron and Steel Articles. Tree Protectors, for wrapping fruit and shade trees, made of canvas and wood, K. D. flat, in bundles (C. L., min. wt. 20,000 lbs.) Trees and Shrubbery, vis. Baled, prepaid or guaranteed Same, value limited to three cents per pound Boxed, prepaid or guaranteed	3 6 3 1 3 2 4	5	Galvanized Iron Tube. ware. articles. machines. are	3 6 3	A 6
damage ed to be guaran- DO lbs.) guaran- L., min andles ... ishes uttering	1 1 1½ Di 1 5	3 6 3	In cans, with or without jackets, unpacked In cans, packed In barrels In barrels, casks or tank cars. Turpentine Cups, vis.: Earthen; see Earthenware. Fibre or fibroid (C. L., min. wt. 15,000 lbs.) Iron or steel or tin; see Iron and Steel Articles. Tuyeres, iron or earthen Tuyeres, N. O. S. Twine, vis.: Binder's, packed in bales.	1 2 3 6 3 3 5 4 2 3	6 5 0
Car; see Iron and Steel Articles.	1 3	5 5			

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

V	CLASS		V-W	CLASS	
	LCL	CL		LCL	CL
Vehicle Materials and Parts of Vehicles (see Note). viz.:— Con. Fenders, buggy and carriage, packed..... Fifth Wheels, see Vehicle Parts, iron or steel, N. O. S. Hubs; see Axle Beds, Bows, etc. Neck Yokes, N. O. S Platform Gears, in the white..... Poles, N. O. S	1 3 1 1	 	Vitriol, blue; see Bluestone. Vitriol, oil of, in carboys, boxed (ship's option)..... Vitriol, oil of, in iron drums Vitriol, N. O. S.; see Zinc, sulphate of.	2 5 1	5 6
Boxes and Skeins. Spokes, in the white, rough or finished; see Axle Beds, Bows, etc. Spokes, rough, unturned, crated or in bundles (shipments via all-rail may be taken loose) (C. L., min. wt. 20,000 lbs.)..... Sched	D1 1 1½ 1 2	 4	crete. combined C. L., min. rders) wt. 15,000 D., boxed man-power; ere.	6 3 3 3 2 4 4 1 2 3 2	 5 5 4 5
Steel Articles— Boxes and Skeins. Spokes, in the white, rough or finished; see Axle Beds, Bows, etc. Spokes, rough, unturned, crated or in bundles (shipments via all-rail may be taken loose) (C. L., min. wt. 20,000 lbs.)..... Sched	3T1 D1 1½ 3 4 4	 5 6 6	Cotton, manufactured Cotton (refuse); see Cotton Sweepings. Jute, or mixed jute and woollen refuse or tailings, in sacks Same, in crates.	3 2 3	
Brakes and Ratchets					

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

W	CLASS		W-Y-Z	CLASS	
	LCL	CL		LCL	CL
Wheelbarrow Trays, iron or steel, nested	4	6	pencils, packed	3	5
Wheel Flanges; see Iron and Steel Articles.			Preservative; same rating as	3	5
Wheels, viz.			; see Blocks.		
Agricultural implement, iron; see Agricultural Imple-			a (C. L., min. wt. 15,000 lbs.)..		
ments.			and Tube, mixed (C. L., min.		
	4	6	glass panel inserted, boxed or	1	5
	4		rated	3	5
	1		Bottle, packed (C. L., min. wt. 12,000 lbs.)	3	5
			N. O. S., wood, in bundles, boxes or racks.	3	5
			Pins, viz.		
	D1		Clothes (C. L., min. wt. 12,000 lbs.)	3	5
			Clothes, mixed with Clothes Props and Washboards		
			(C. L., min. wt. 12,000 lbs)	3	5
			Dowel, wooden, packed.	1	5
			N. O. S., in cases	3	5
			Plates, Dishes and Trays, viz.		
			Packed (C. L., min. wt. 12,000 lbs.)	3	5
			Mixed with Clothes Pins and Washboards (C. L.,		
			min. wt. 12,000 lbs.)	3	5
			Tube, viz.		
			Bath; see Tube.		
			N. O. S. (C. L., min. wt. 15,000 lbs.)	3	5
			N. O. S., mixed with Buckets, Pails or Firkins (C. L.,		
			min wt 15,000 lbs.)	3	5
			12,000 lbs.)		
			as Pins, Plates, Dishes and		
			12,000 lbs.)	3	5
			Willowware).		
			see Skewers.	3	5
			lancing, Stairwork, Walne-		
			cotting, Window Casings, all of oak or other hard		
			woods, for inside finish of houses, in bundles, crates		
			or boxes	4	5

Aluminum.....	2	4	0
Brass, bronze, copper (covered or plain or German silver)	3		
Same (C. L., min wt. 30,000 lbs.)	4		
Iron or steel, in boxes	4		
Iron or steel, in bundles or coils, or on reels	6		
Same, C. L.; see Special Iron.			
Iron or steel, packed in kegs, barrels or casks (C. L., min wt. 30,000 lbs.)	5		
N. O. S.	2		
Wire Bailing Bands or Ties, see Ties.			
Wire Barrel Hoops, in bundles; see Wire in bundles.			
Wire Bobbin Rings, packed	4		
Wire Cable; see Rope.			
Wire Cloth, viz.	3		
Iron or steel, in boxes, casks, crates or rolls	2		
N. O. S., in boxes, casks, crates or rolls			
Wire, iron or steel, in bundles or coils or on reels, in mixed wire, C. L., with Nails and Staples, in kegs, and Woven-wire Fencing in rolls			
Wire			
Wire			
Wire			
Wire Fencing, iron; see Iron and Steel Articles.	5		
Wire Fencing, woven, in rolls, see Iron and Steel Articles.			
Wire Fencing, not woven	5		
Wire Hooks, see Hooks.			
Wire Mattresses; see Furniture.			
Wire Netting, viz.			
Mattress, woven, in boxes, crates or rolls	3		
N. O. S., in boxes, casks, crates or rolls	4		
Wire Netting, of one inch mesh or greater, in rolls; same as Fencing, woven wire.			
Wire			
Wire			
Wire			
Wire Work; Table, Toilet and Household Articles, boxed or crated	1		
Wire Work; Racks, Stands, Vases, Signs or Figures, boxed or crated	D1		
Same, K. D. flat, boxed or crated	1		
Wire Goods, N. O. S., flat or nested solid, boxed	1		
Witch-Hazel Extract, in glass, packed	1		
Same, in wood	3		
Wood, viz.			
Built-up or compound or veneered with pine, poplar, basswood, birch, California redwood, elm, gum, laurel oak, or cedar, see Veneering.			
Cornices, wooden, for windows, doors or inside finish			
Cornices, wooden, for outside finish; see Mouldings-wooden.			
Wool, viz.			
Mineral.			
N. O. S., in sacks or bales	5		
Wool Nails or Combinga, see Wool.	2		
Wool Softener, see Softener.			
Dry Goods.	2		
ed with cotton goods; see Dry Goods.			
not packed	3		
Y	D1		
Yachts, see Boats.			
Yarns; see Dry Goods.	1		
Yeast, in packages	3		
Yeast Cakes, in boxes			
Yeast Powders, see Powders			
Yellow Metal, copper and zinc combination, in sheets or plates, boxed or crated	3		
Yokes; see Vehicle Materials and Parts of Vehicles.			
Z			
Zinc, viz.			
In boxes, casks, sheets or rolls	4		
In blocks or pigs (C. L., min wt. 30,000 lbs.)	5		
Scrap, packed...	5		
Zinc, chloride of, viz.			
In boxes, or in glass jugs or carboys, packed	1		
Dry, in cans, boxed	2		
In kegs or barrels	4		
In packages			
Zinc and Copper Composition; see Yellow Metal.			
Zinc Cornices; see Cornices.	6		
Zinc Dross			
Zinc Dust and Zinc Flux Dust, see Paints.			
Zinc Ore; see Ores.	5		
oxen or barrels.	2		
	4		
	3		
	6		

APPLICABLE TO

Atlantic Coast Line Railroad Company
Danville and Western Railway Company
Old Dominion Steamship Company
Seaboard Air Line Railway
Southern Railway Company
Tidewater and Western Railroad Company
Virginia Navigation Company
Washington and Old Dominion Railway

Exception Sheet No. 1 to Virginia Classification No. 1

EFFECTIVE OCTOBER 1, 1907

(Revised to December 31, 1912)

RULES AND SPECIAL INSTRUCTIONS

Application of Carload Rates to or from points on Tidewater and Western Railroad (Narrow Gauge Line.)

When all of a carload shipment can not be loaded in or on a car furnished by the Tidewater and Western Railroad Company, the carload rate applies to the actual weight of the entire shipment, whether carried in or on two or more cars on the Tidewater and Western Railroad, but never on less than the published carload minimum weight.

APPLICABLE TO

The Baltimore and Ohio Railroad Company
Valley Railroad Company of Virginia
Southern Railway Company

Exception Sheet No. 2 to Virginia Classification No. 1.

APPLYING BETWEEN STATIONS IN VIRGINIA, AS FOLLOWS:

On B. & O. R. R.—Local and to Valley Railroad of Virginia and Southern Railway (Harrisonburg Extension).
On Valley Railroad of Virginia—Local and to B. & O. R. R. and Southern Railway (Harrisonburg Extension).
On Southern Railway (Harrisonburg Extension)—When to points on B. & O. R. R. or Valley Railroad of Virginia.

EFFECTIVE OCTOBER 1, 1907.

(Revised to December 31, 1912).

Minimum Carload Weight.

RULES AND SPECIAL INSTRUCTIONS.

1. The minimum weight upon all property in carloads when loaded on flat or in gondola, stock or box cars shall be 30,000 pounds (actual weight to be charged for when in excess of the minimum), unless the marked capacity of the car is less, in which case the minimum weight will be the marked capacity of the car, unless otherwise specified in the Classification.

APPLICABLE TO

The Baltimore and Ohio Railroad Company
Valley Railroad Company of Virginia
Southern Railway Company

Exception Sheet No. 2 to Virginia Classification No. 1.

APPLYING BETWEEN STATIONS IN VIRGINIA, AS FOLLOWS:

On B. & O. R. R.—Local and to Valley Railroad of Virginia and Southern Railway (Harrisonburg Extension).
On Valley Railroad of Virginia—Local and to B. & O. R. R. and Southern Railway (Harrisonburg Extension).
On Southern Railway (Harrisonburg Extension)—When to points on B. & O. R. R. or Valley Railroad of Virginia.

EFFECTIVE OCTOBER 1, 1907.

(Revised to December 31, 1912).

Minimum Carload Weight.

RULES AND SPECIAL INSTRUCTIONS.

1. The minimum weight upon all property in carloads when loaded on flat or in gondola, stock or box cars shall be 30,000 pounds (actual weight to be charged for when in excess of the minimum), unless the marked capacity of the car is less, in which case the minimum weight will be the marked capacity of the car, unless otherwise specified in the Classification.

EXCEPTION SHEET No 1 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

ARTICLES	CLASS	ARTICLES	CLASS
Glass N		Live Stock, L. C. L. (see Note), viz.: Lambs, not boxed or crated, estimated weight 100 pounds each	2
W H Iron C	3 2	Note.—When actual weight exceeds the estimated weight, the actual weight will be charged for. Locks, packed Meats, viz: Note.—Not applicable as to Canned Meats to Seaboard Air Line Railway or Atlantic Coast Line Railroad, over which lines commodity rates are in effect. Beef, canned, in boxes, L. C. L.	2
Loose (each piece weighing over fifteen pounds), or packed in kegs, barrels, casks, crates or in sacks or "C. L. "L.	6 3	packed, L. C. L. "C. L. "L.	3 3 3 3 3 2
wooden covers Shoes, horse, iron or steel and rubber combined, packed Traps, sewer, gas or grease, loose or in barrels Wheel Flanges, in bundles Knives and Forks, iron or tinned iron, boxed	2 2 3 3 1	ags. arrars, viz.: or galvanized iron in boxes or bundles.	2 2 2 2 2
allows: and Hogs, wholly or ially double-decked; expense of shipper or owner; per car.	2 2 20% less than Fertilizer N 25% higher than N	els or casks or in cartons or guaranteed, value limited to three cents per pound. Trunks, N. O. S., empty, C. L., min. wt 12,000 lbs Wire, viz.: All kinds, plain or insulated, in boxes, L. C. L. Wire Cloth, iron or steel, in boxes, casks, crates or rolls, L. C. L.	1 3 3 3 3 2 2 6 2 2 1 2 2

NOTE 1.—When shipments of Live Stock are offered in car loads, should there be an excess of stock over one or more for at the L. C. L. hits for L. C. L. the maximum.

NOTE 2.—These ratings include passage one way of attendants in charge of carload shipments; no more than one attendant to be carried without additional charge for each three cars of Horses and Mules, or each fifteen cars of other kinds of Live Stock from one shipper to one consignee.

APPLICABLE TO

The Baltimore and Ohio Railroad Company
Valley Railroad Company of Virginia
Southern Railway Company

Exception Sheet No. 2 to Virginia Classification No. 1.

APPLYING BETWEEN STATIONS IN VIRGINIA, AS FOLLOWS:

On B. & O. R. R.—Local and to Valley Railroad of Virginia and Southern Railway (Harrisonburg Extension).
On Valley Railroad of Virginia—Local and to B. & O. R. R. and Southern Railway (Harrisonburg Extension).
On Southern Railway (Harrisonburg Extension)—When to points on B. & O. R. R. or Valley Railroad of Virginia.

EFFECTIVE OCTOBER 1, 1907.

(Revised to December 31, 1912).

Minimum Carload Weight.

RULES AND SPECIAL INSTRUCTIONS.

1. The minimum weight upon all property in carloads when loaded on flat or in gondola, stock or box cars shall be 30,000 pounds (actual weight to be charged for when in excess of the minimum), unless the marked capacity of the car is less, in which case the minimum weight will be the marked capacity of the car, unless otherwise specified in the Classification.

EXCEPTION SHEET No. 2 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

RULES AND SPECIAL INSTRUCTIONS.—CONTINUED.

1. When a minimum carload weight of 24,000 pounds or less is specified, such minimum will apply when cars of 36 feet 6 inches in length or less are used, but when cars exceeding 36 feet 6 inches in length are used the minimum carload weight shall be increased in accordance with the following table (actual weight to be charged when in excess of the minimum weight):

		When the Minimum Carload Weight Provided in the Classification for the Article Shipped is:				Percentage Increase.
		24,000 lbs.	20,000 lbs.	18,000 lbs.	16,000 lbs.	
		charge not less than	charge not less than	charge not less than	charge not less than	
		lbs.	lbs.	lbs.	lbs.	
Cars over 36 ft. 6 in. and not over 38 ft. 6 in. long.		26,400	22,000	19,800	17,600	10
"	38 " 6	30,000	25,000	22,500	20,000	25
"	40 " 6	33,600	28,000	25,200	22,400	40
"	42 " 6	37,200	31,000	27,900	24,800	55
"	44 " 6	39,600	33,000	29,700	26,400	65
"	46 " 6	40,800	34,000	30,600	27,200	70
"	48 " 6	43,200	36,000	32,400	28,800	80
"	50 " 6 inches in length	60,000	50,000	45,000	40,000	150

		When the Minimum Carload Weight Provided in the Classification for the Article Shipped is:					Percentage Increase.
		15,000 lbs.	14,000 lbs.	12,000 lbs.	10,000 lbs.	8,000 lbs.	
charge not less than			charge not less than	charge not less than	charge not less than	charge not less than	
lbs.			lbs.	lbs.	lbs.	lbs.	
Cars over 36 ft. 6 in. and not over 38 ft. 6 in. long		16,500	15,400	13,200	11,000	8,800	10
" 38 " 6 " " 40 " 6 "		18,750	17,500	15,000	12,500	10,000	25
" 40 " 6 " " 42 " 6 "		21,000	19,600	16,800	14,000	11,200	40
" 42 " 6 " " 44 " 6 "		23,250	21,700	18,600	15,500	12,400	55
" 44 " 6 " " 46 " 6 "		24,750	23,100	19,800	16,500	13,200	65
" 46 " 6 " " 48 " 6 "		25,500	23,800	20,400	17,000	13,600	70
" 48 " 6 " " 50 " 6 "		27,000	25,200	21,600	18,000	14,400	80
" 50 " 6 inches in length.....		37,500	35,000	30,000	25,000	20,000	1 50

Note.—The length of cars referred to in this Rule is based on the platform measurement of flat cars and inside measurement of all other cars, except that on refrigerator cars having ice-boxes constructed in ends thereof extending from top of car partially to floor thereof the length shall be computed from the inward side of the ice-box.

Part Carloads. Issuance of receipts therefor.

2. Railroad agents at forwarding points will not sign shipping receipts bearing the notation "part carload lot" until shipping receipts for the whole carload have been presented and the freight received, in order that bill of lading may be obtained at the carload rate. Only one original bill of lading for the whole carload shall be issued.

EXCEPTION SHEET No. 2 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

Distribution of carload shipments.	3. Railroad agents at forwarding points will not receive property in carloads for distribution by railroad agents to two or more parties. Delivering agents will deliver property only to consignees thereof or to party presenting consignee's written order. Railroad agents at delivering points shall not in any way act as the representative of the consignor or consignee for the distribution of carload shipments.
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Rule for Charging Freight on Mixed Carloads.	4. When a number of different articles of the same class in carloads are shipped at one time by one consignor to one consignee and destination, in mixed carloads, they are to be taken at the rate per 100 pounds for such class, and at the highest minimum carload weight provided for any of the articles; actual weight to be charged for if, in the aggregate, it is in excess of the minimum weight.
--	---

If the articles are of more than one class when in straight carloads, the carload rate and the minimum weight attaching to such rate for the highest classed article, or articles, that make up the mixed carload is to be charged; the actual weight to be charged for if the actual aggregate weight of all the articles is in excess of the minimum weight, excepting as provided in Rule 20-a of the Classification.

Allowance in Weight for Linings in Cars with Perishable Freight.	5. On potatoes and other property perishable from frost when cars are lined by shippers, allowances for such linings will be made as follows:
--	---

1,000 pounds for shipments in box, ventilated or refrigerator cars.

Freight charges will be computed upon total gross weights of the shipments and linings, less the foregoing allowance, but subject to the minimum carload weight provided by the tariff of the initial line.

The linings, if attached to the car and not removed therefrom, will be returned with the car to consignor without charge, when consignor so requests.

Minimum Charge for Iron Articles too long or too wide to be loaded through side doors of box cars.

6. The following Iron Articles, viz.:

Angle,	Crossings, girder, railroad,	Shafting,
Bar,	Girders,	Sucker Rods,
Beams,	Pipe, wrought iron (not riveted or in coils),	Tank (not Tanks).
Boiler (not Boilers),	Plate,	Telegraph Poles,
Bolts,	Poles, electric light or railway,	Trucks, turn-table, railroad,
Bridge,	Rails,	Tubing, seamless (U. S. Standard Gauge No. 15 or lower),
Columns,	Rods,	Turn-Tables, railroad,
Crossings, frog, railroad,		

when exceeding twenty-two (22) feet in length or too wide to be loaded in a standard thirty-six (36) foot box car through the side door thereof, and if all the articles are loaded together in one car, shall be charged at actual weight and class rate for each article, except that the minimum charge for each shipment shall be 1,000 pounds at first-class rate, and this minimum shall apply whether the articles are loaded in a box, stock, gondola or other car. If the shipment is loaded in two or more cars, the portion loaded in each car shall be treated as a separate shipment. If the shipment is of such length as to require two or more cars for transportation, Rule 20-a will apply.

EXPLANATION OF CHARACTERS.

The class as given opposite each article, 1, 2, 3, 4, 5 and 6 stands for First, Second, Third, Fourth, Fifth and Sixth Classes, respectively: 1 1-4 for Once and a quarter First Class. 1 1-2 for Once and a half First Class. D 1 for Double First Class. 2 1-2 for Twice and a half First Class. 3T1 for Three Times First Class. 4T1 for Four Times First Class (being the progression of classes above First Class). C. L., for Carloads. L. C. L., for Less Carloads. S. U., for Set Up. K. D., for Knocked Down. P. P., for prepaid. N. O. S., for Not Otherwise Specified. The Term "Nested" refers to a series of similar articles nested, or enclosed one within the other.

[illegible]

3	4	5
Grease:		
Axe, in buckets, cans or kits		
Axe, in boxes, kegs, half-barrels or barrels		
Grindstones, without frames		
Grit, C. L.; see Grain Products, C. L.		
Groceries, N. O. S.		
Handles:		
Common, wooden (except plow), in boxes, crates or bundles		
Harness; see Saddlery		
Hay, Fodder, Straw, Shucks and Husks:		
Pressed, in bales		
Hides, Petries and Skins, dry:		
Loose, or tied in bundles or bales		
Pressed, in bales		
C. L., min. wt. 20,000 lbs.		
Green or green salted:		
L.		
as and Second-hand		
2 and 3):		
not exceeding five		
1		
NOTE 1.—The following clause must be entered in full on shipping order and bill of lading by consignors of		
ables and Second-		
“The consignee		
shipping same at a		
higher rate without limitation as to value in case of		
therefor.		

therefor.

EXCEPTION SHEET No. 2 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

ARTICLES	CLASS		ARTICLES	CLASS	
	LCL	CL		LCL	CL
Marble, Granite, Slate and Stone:—Con.			Paper:—Con.		
N			Printing, in rolls, bales, crates or boxes	3	
			Roofing, N. O. S.	4	
			Wrapping, N. O. S., in bundles, rolls or crates or boxes	3	
			Peas, cow, clay and field	J	6
			Pickles:		
			N. O. S., in kegs, barrels or casks	3	
			Rice, cleaned, in sacks, boxes, kegs or barrels	4	
			Rice Bran, C. L., see Grain Products, C. L.		
			Roofing, asphalt slag, in bundles or rolls	4	
			Rope, cotton	3	
			Saddlery and Harness:		
			Collars, horse, in sacks, bales or boxes	1	
			Hames:		
			In bundles	2	
			In boxes	3	
			Sweat Pads, collar, harness or saddle	1	
			N. O. S.	1	
			Salt, in boxes, sacks or barrels	4	
			Sarsaparilla; same as Water, mineral.		
			Sheds, wooden; see Blinds.		
			Screenings, C. L., see Grain Products, C. L.		
			Seed, viz:		
			Sorghum and milo maize	4	5
			Ship Stuff, C. L.; see Grain Products, C. L.		
			Shooks and Heading, in bundles	J	
			Shorts, C. L.; see Grain Products, C. L.		
			Shucks, see Hay.		
			Soap and Soap Washing Powders:		
			Soap	4	
			Soap and Washing Powders	4	
			Soda, viz:		
			Sulphate of, or Glauber Salts		
			In boxes or kegs	2	
			In bags	3	
			In barrels	4	
			C. L., min wt. 30,000 lbs		5
			Sorghum; same as Molasses.		
			Stone, blocks and slabs (artificial and natural), see Marble.		
			Stoves and Ranges, N. O. S., sheet iron or sheet steel, cast iron (including sheet steel or sheet iron ranges), or with cast iron bases and tops, Stove Plates, Stove Furniture (cast or sheet iron or steel), and Stove		
Marble, Granite, Slate and Stone:—Con.					
N					
			entered in full		
			signed by con-		
			signer has the option		
			fied valuation named in case of loss a		
			causes which would make the carrier		
			of the lower rate thereby accorded for t		
			Meal, corn, C. L.; see Grain Products, C. L.		
			Meal, cotton seed,	5	
			Meats, L. C. L., viz:		
			Bacon and Hams:		
			In bulk; not taken.	2	
			In sacks	3	
			In crates	4	
			In boxes, barrels or casks		
			Fresh:		
			Hogs, dressed, whole	2	
			N. O. S. (including Dressed Poultry), prepaid or		
			guaranteed	1	
			Meats, salted:		
			In bulk; not taken.	2	
			In sacks	3	
			In crates	4	
			In boxes, barrels or casks		
			Pig's Feet, pickled, in wood.	4	
			Pork, salted, in barrels, half-barrels and quarter-barrels.	4	
			Melons:		
			Loose, prepaid	1 1/2	
			In packages	1	
			Minimum weight 24,000 pounds		
			Middlings, C. L.; see Grain Products, C. L.		
			Mill Feed, C. L.; see Grain Products, C. L.		
			Molasses.		
			In cans, packed in boxes or barrels, or in kegs, half-barrels,		
			barrels or hogheads		
			Monuments, Gravestones and Tombstones, granite, marble		
			or stone (artificial or natural):		
			When consignor's valuation is not expressed or when ex-		

2	4	5	6
pressed, exceeding forty cents per cubic foot (subject to Notes 1 and 2)			5
Norm 1.—Pieces weighing three tons and over to be loaded and unloaded at expense of consignee and consigned.			5
N.			4
must be entered in full (loading and signed by if this property has the a higher rate without of loss or damage from the carrier liable, but the named in case of which would make the lower rate thereby ac-			1
Nuts, edible:			4
Cocconuts, common, packed or in sacks			3
Almonds, Chestnuts, Chinquapins, Filberts, Pecans, English Walnuts, Brazil or Cream Nuts:			2
In single bags			1
In double bags or boxes			2
Peanuts and Chufas, shelled or unshelled, in bags, boxes or barrels (C. L., min. wt. 24,000 lbs.)			3
Oil, coal, or its products, as follows			
Benzene			
Benzole			
Carbon			
Fuel			
Gas			
Gasoline			
Kerosene			
Lubricating			
Also Cotton Seed Oil and Lined Oil:			
In iron drums or barrels or in wood (C. L., min. wt. 24,000 lbs.)			3
Outfits:			
Grading, contractors' or graders', including Dump Carts and not more than five head Horses and Mules, min. wt. 24,000 lbs. When shipments include live stock, attendant in charge will be carried free			5
Paper:			
Binders', box, paste, straw and wood pulp boards. Building, N. O. S.			3
			4
Hollowware (not enameled, agate or granite ware, and not including stove pipe and stove pipe elbows), straight or mixed carboards (min. wt. 24,000 lbs.) ..			5
Straw; see Hay.			4
Sugar, N. O. S., in bags, boxes, half-barrels or barrels			5
Smoking or chewing), in drums, els., ...			1
the stick, to be loaded and un-			4
(C. L., min. wt. 20,000 lbs.)			
Scrap or Trash, Dust, Sweepings and Siftings, in boxes, crates, bales, baskets or bags, any quantity			1
Tombstones; see Monuments.			
Trunks:			
Flat top, empty, without tray, nested (C. L., min. wt. 20,000 lbs.)			1 1/2
N. O. S., empty or containing valises, strapped or securely wrapped with burlap or paper (C. L., min. wt. 12,000 lbs.)			1 1/2
Valises; see Bags.			
ies, barrels			J
ackages ..			J
U., or with			1
(without			1
r shafts re-			1
vinegar:			
In glass, packed.			5
In wood			
Vitr			
Was			
White			
Win			
Wine			
Woc., ...			J
Yarns, see Dry Goods.			1
			2

APPLICABLE TO

The Chesapeake and Ohio Railway Company

Nelson and Albemarle Railway Company

Exception Sheet No. 3 to Virginia Classification No. 1

EFFECTIVE OCTOBER 1, 1907.

(Revised to December 31, 1912).

Minimum Carload Weights.

The minimum weight upon all property in carloads when loaded on flat or in gondola, stock or box cars shall be 30,000 pounds (actual weight to be charged for when in excess of the minimum weight), unless the marked capacity of the car is less, in which case the minimum weight will be the marked capacity of the car, unless otherwise specified in the Classification, with the following exceptions:

ARTICLES	MINIMUM WEIGHT
Unless the marked capacity of the car is less, in which case the minimum weight will be the marked capacity of the car.	
Blocks, cement, or artificial stone.....	40,000 lbs.
Brick, fire, paving and road.....	40,000 "
Cement: In bags, In barrel load.....	38,000 "
Cinders.....	40,000 "
Clay, fire and common.....	40,000 "
Feldspar.....	40,000 "
d; or in barrels and bags, mixed car-	

Forest Products, as follows:

Lumber, Logs, Lath, Shingles, Shingle Bolts, Timber, Staves, Heading, Hoops, Hoop Poles, Billets, Blocks, Picture Backing, Basket Material, Piles, Fence Posts, Pickets, Telegraph Poles and Cross-Arms, Shooks, Box Stuff, Spokes, sawed or split, in the rough, Railroad Ties, Barrel Shooks, Cedar Posts, Stave Bolts, Timber, Hubs and Blocks, not trimmed, turned or boxed, Spoke and Handle Wood, Bolts, Wagon Material in the rough.....
Lumber, dressed.....
Logs and Unsawed Stock and Material in the rough, shipped to mills or manufacturers on line of this road, to be sawed or worked into finished stock for reshipment via this line.....
Mine Timber, for furnaces and ore mines, Mine Props for coal mines and Lumber for coke car doors.....
Chestnut Wood.....
Pulp Wood or Billets.....
Staves and Heading, common, to be used in making lime barrels...
Gravel.....
Iron and Steel Articles, named in Virginia Classification under head of "Special Iron".....
Iron, pig.....
Plaster, calcined and wall.....
Sand.....
Slag, furnace.....
Slate roofing.....
Soapstone.....
Stone, sawed, Flagging and Paving Blocks, rough building, rubble and crushed.....
Tar, coal and gas.....

34,000 lbs.

40,000 "
36,000 "
25 gross tons
40,000 lbs.
40,000 "
40,000 "
40,000 "
36,000 "
40,000 "
36,000 "

EXCEPTION SHEET No. 3 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

The following will govern, in place of Rule 18-b of the Classification:

When articles made subject in the body of the Classification to the provisions of this Rule are loaded in or on cars 36 feet 6 inches or less in length, they shall be charged at the minimum carload weights specified therefor in the Classification (actual weight to be charged for when in excess of the minimum weights). If such articles are loaded in or on cars exceeding 36 feet 6 inches in length, the minimum carload weights to be charged shall be in accordance with the following table (actual weight to be charged for when in excess of the minimum weights) (see Note.)

The platform measurement of flat cars and the inside measurement of other cars must be shown on manifests and transfer slips to connecting lines.

In no case will it be permissible to furnish a longer car and charge the minimum provided for a shorter car.

		When the Minimum Carload Weight Provided in the Classification for the Article Shipped is:					Increase, Percentage
		24,000 lbs.,	20,000 lbs.,	18,000 lbs.,	16,000 lbs.,		
		charge not less than	charge not less than	charge not less than	charge not less than		
		lbs.	lbs.	lbs.	lbs.		
Cars over 36 ft. 6 in. and not over 38 ft. 6 in. long.....		26,400	22,000	19,800	17,600		10
" 38 " 6 " " 40 " 6 " " 42 " 6 " " 44 " 6 " " 46 " 6 " " 48 " 6 " " 50 " 6 inches in length.....		30,000	25,000	22,500	20,000		25
" 40 " 6 " " 42 " 6 " " 44 " 6 " " 46 " 6 " " 48 " 6 " " 50 " 6 inches in length.....		33,600	28,000	25,200	22,400		40
" 42 " 6 " " 44 " 6 " " 46 " 6 " " 48 " 6 " " 50 " 6 inches in length.....		37,200	31,000	27,900	24,800		55
" 44 " 6 " " 46 " 6 " " 48 " 6 " " 50 " 6 inches in length.....		39,600	33,000	29,700	26,400		65
" 46 " 6 " " 48 " 6 " " 50 " 6 inches in length.....		40,800	34,000	30,600	27,200		70
" 48 " 6 " " 50 " 6 inches in length.....		43,200	36,000	32,400	28,800		80
" 50 " 6 inches in length.....		60,000	50,000	45,000	40,000		150

		When the Minimum Carload Weight Provided in the Classification for the Article Shipped is:					Percentage Increase
		15,000 lbs.,	14,000 lbs.,	12,000 lbs.,	10,000 lbs.,	8,000 lbs.,	
		charge not less than	charge not less than	charge not less than	charge not less than	charge not less than	
Cars over 36 ft. 6 in. and not over 38 ft. 6 in. long		lbs.	lbs.	lbs.	lbs.	lbs.	
"	38 " 6	16,500	15,400	13,200	11,000	8,800	10
"	40 " 6	18,750	17,500	15,000	12,500	10,000	25
"	42 " 6	21,000	19,600	16,800	14,000	11,200	40
"	44 " 6	23,250	21,700	18,600	15,500	12,400	55
"	46 " 6	24,750	23,100	19,800	16,500	13,200	65
"	48 " 6	25,500	23,800	20,400	17,000	13,600	70
"	50 " 6	27,000	25,200	21,600	18,000	14,400	80
"	50 " 6 inches in length.....	37,500	35,000	30,000	25,000	20,000	150

Note.—The length of cars referred to in this Rule is based on the platform measurement of flat cars and inside measurement of all other cars, except that on refrigerator cars having ice boxes constructed in ends thereof extending from top of car partially to floor thereof the length shall be computed from the inward side of the ice box.

Part Carloads. Issuance
of Receipts therefor.

Railroad agents at forwarding points will not sign shipping receipts bearing the notation "part carload lot" until shipping receipts for the whole carload have been presented and the freight received, in order that bill of lading may be obtained at the carload rate. Only one original bill of lading for the whole carload shall be issued.

EXCEPTION SHEET No. 3 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

Distribution of carload shipments.

Railroad agents at forwarding points will not receive property in carloads for distribution by railroad agents to two or more parties. Delivering agents will deliver property only to consignees thereof or to party presenting consignee's written order. Railroad agents at delivering points shall not in any way act as the representative of the consignor or consignee for the distribution of carload shipments.

Minimum Charge on Iron Articles too long or too wide to be loaded through side doors of box cars.

The following Iron Articles, viz.:

Angle,	Crossings, girder, railroad,	Shafting,
Bar,	Girders,	Sucker Rods,
Beams,	Pipe, wrought iron (not riveted	Tank (not Tanks),
Boiler(not Boilers),	or in coils),	Telegraph Poles,
Bolts,	Plate,	Trucks, turn-table, railroad,
Bridge,	Poles, electric light or railway,	Tubing, seamless (U. S. Standard
Columns,	Rails,	Guage No. 15 or lower),
Crossings, frog, railroad,	Rods,	Turn-Tables, railroad,

when exceeding twenty-two (22) feet in length or too wide to be loaded in a standard thirty-six (36) foot box car through the side door thereof, and if all the articles are loaded together in one car, shall be charged at actual weight and class rate for each article, except that the minimum charge for each shipment shall be 1,000 pounds at first-class rate, and this minimum shall apply whether the articles are loaded in a box, stock, gondola or other car. If the shipment is loaded in two or more cars, the portion loaded in each car shall be treated as a separate shipment. If the shipment is of such length as to require two or more cars for transportation, Rule 20-a will apply.

Allowance in Weight for Linings in Cars with Perishable Freight.

On potatoes and other property perishable from frost where cars are lined by shippers, allowance for such linings will be made as follows:

1,000 pounds for shipments in box, ventilated or refrigerator cars.

Freight charges will be computed upon total gross weights of the shipments and linings, less the foregoing allowance, but subject to the minimum carload weight provided by the tariff of the initial line.

The linings, if attached to the car and not removed therefrom, will be returned with the car to consignor without charge, when consignor so requests.

EXCEPTION SHEET No. 3 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

ARTICLES	CLASS		ARTICLES	CLASS	
	LCL	CL		LCL	CL
L.: and handles), in	J		crated together in twenty-five pounds.	2	
lights, viz.:) lbs. each.				2	
Barrels..... 366 lbs. each.				1	
Half-barrels..... 190 lbs. each.				1	
Quarter-barrels..... 100 lbs. each.					
Sixth-barrels..... 75 lbs. each.					
Eighth-barrels..... 55 lbs. each.					
and sealed or locked, at Classification (C. L., , returned; see Pack-	3	E		1	4
in, packed in boxes,	3	E		2	4
ndies, boxes, bales of	J				
ages (C. L., min. wt.	3	4		3	
bags (C. L., min. wt.	2	3			
lers' Telescope Cases	3	4		4	
12,000 lbs.)	D1			2	
from stations on C.	1 1/2	2			
to points in Virginia					
24,000 lbs.)	4	5			
via:		6			
Kegs, N. O. S., tight				D1	1

cooperage (not including empty ale and beer pack- ages), C. L., min. wt. 12,000 lbs. Same, N. O. S., C. L., min. wt. 10,000 lbs. Barrels (empty), apple, bark extract, oyster, potato, whiskey and wood extract- returned to original rent, or to be filled and re- packed and shipping point; see	1	5	J	High Explosives C. L., min. wt. 20,000 lbs. (Minimum charge on any shipment of High Explosives will be \$2.00.) See rules governing transportation of High Explosives. Extracts, tanning, bark or wood: Liquid: In wood..... In tank cars, minimum weight capacity of tank..... Dry, in sacks or barrels..... Extracts, logwood, in barrels or casks..... Food, prepared: Animal or poultry, in sacks, boxes, pails or barrels..... Frames, wooden; see Blinda.	D1	1
pe or handles, nested, in or handles, nested or in n each other.....	1			in wood..... In tank cars, minimum weight capacity of tank..... Dry, in sacks or barrels..... Extracts, logwood, in barrels or casks..... Food, prepared: Animal or poultry, in sacks, boxes, pails or barrels..... Frames, wooden; see Blinda.	3	5
n bundles or crates (C. L., with wood bottoms and covers, covers and handles detached and packed separately in bundles or crates (C. L., min. wt. 18,000 lbs.).....	1				3	5
N. O. S. Not packed or nested.....	1 1/2				J	
ooden, including Sky- indow Screen Frames,	4T1		J	Fruit: Green, vis.: Apples and Pears: In covered boxes or crates..... In boxes, bags, sacks or barrels..... Same, or in bulk, C. L., min. wt. 24,000 lbs.....	2	K
ates, boxes or barrels.	D1			Furniture, new: Boxed Combined, wrapped, crated	1	
casks or metal drums	4			S. U., with cane, splint or wood seats, boxed, crated, matted or wrapped..... N. O. S., wrapped, crated or boxed..... Chiffoniers, wrapped, crated or boxed..... Sideboards:	1 1/2	
.....	D1			Stands:	1	
.....	1			Wash, wood, wrapped, crated or boxed. Gas, liquid carbonic acid, in iron or steel drums, cylinders or tubes.....	1	
.....			J	Glass and Glassware, vis.: Bottles: Common, packed..... Chimneys: In packages.....	3	4
acked in boxes, crates,	J		5		2	
.....	4			its arrels or barrels L. C. L.	1	
.....	4				3	
.....	4				4	
less than twenty-five pounds each.	2			and Husks, pressed in bales	1	

Item	Same rate as effect on C. L., per gross ton will apply on lbs. C. L., per net ton.	Same rate as effect on Pig Iron gross ton lbs. C. L., per net ton.	Notes	Rate
Iron or Steel Ingot Moulds, C. L.:				4
Minimum weight twenty net tons, except when the marked capacity of car is less, in which case the marked capacity of car will be the minimum weight, but not less than fifteen net tons.				4
Jellies; see Preserves.				5
Lard:				
In cans or pails, crated or boxed	4			
In tubs, boxes, barrels or pails	4			
Lard Compounds and Cooking Oil (products of cotton seed oil or coconut oil):				
In cans or pails, crated or boxed	4			
In tubs, boxes, barrels or pails	4			
Alcohol, N. O. S.; Brandy; Wines; Whiskey and Wines:				
jackets, kegs or barrels, strips, metal caps, cement	1			
In wood or in iron drums	2			
Lumber, L. C. L., viz.:				
Loose, under one inch in thickness	2			
Loose, one inch or over in thickness	J			
Iron				
Weighting 17 000 pounds and over but not over 20 000	3			
Steam	1/5 fifth going and returning			

	5	J	K
boxes, crates, bales, baskets or bags, any quantity.. Tombstones; see Monuments.		J	J
Trunks: Flat top, empty, without tray, nested (C. L., min. wt. 20,000 lbs.).....		1½	3
N. O. S., empty or containing valises, strapped or se- curely wrapped with burlap or paper (C. L., min. wt. 12,000 lbs.)		1½	2
Valises, see Bags.			
or guaranteed, in crates, boxes, barrels (C. L., min wt 24,000 lbs.. prepaid or guaranteed, in packages. Same, or in bulk, C. L., min wt. 24,000 lbs.....		J	K
agona, S. U., or with) lbs. each or dump (without tongue or shafts re-		1	K
taken apart and thoroughly K. L., actual weight....		1	
Vinegar:		3	
In glass, packed, carload		5	5
In wood.....		5	5
Powders, glass or earthen-		J	
Buckets, Pails or Firkins:		J	
Not nested		1	
Nested.....		2	J
Minimum weight 15,000 pounds		1	J
Tubs (C. L., min. wt. 15,000 lbs.)		1	
Washboards:			
In crates, boxes or barrels, or in packages of six, cleated with hard wood strips on each edge and nailed through cleats to each board		2	
N. O. S		1	
Minimum weight 20,000 pounds.....		1	
N. O. S. (C. L., min. wt. 15,000 lbs.)		1	6
Wool, N O S., in sacks or bales (C. L., min. wt. 10,000 lbs.) ..		1	J
Yarns; see Dry Goods.		1	3
Barrels, in kegs, barrels or casks			
Preserves.			
Apple or Fruit Butter, Jelly or Sauce, in buckets, cans, kits, pails or tubs			
Rice, cleaned, in sacks, boxes, kegs or barrels			
Roofing.			
Asphalt slag, in bundles or rolls			
Rope, cotton			
Paper:			
'Binders', box, paste, straw and wood pulp boards.....	3		
Building, N. O. S	4		
Printing, in rolls, bales, crates or boxes	3		
Roofing, N. O. S	4		
Wrapping, N. O. S., in bundles, rolls or crates or boxes ..	3		
Peas, cow, clay and field	J		
Pickles			
N. O. S., in kegs, barrels or casks	3		
Preserves.			
Apple or Fruit Butter, Jelly or Sauce, in buckets, cans, kits, pails or tubs	4		
Rice, cleaned, in sacks, boxes, kegs or barrels	4		
Roofing.			
Asphalt slag, in bundles or rolls	4		
Rope, cotton	3		
Cider and Vinegar (glass or earthenware), packed in wood or in metal carriers.			
Bread Boxes			
Cement Sacks			
Chicken Coops			
Coca-Cola Bottles			
Egg Crates			
Garden Truck Packages			
Grain Bags			
Handle Crates			
Mineral Water Packages			
Oil Cans			
Oil Drums			

APPLICABLE TO
Norfolk and Western Railway Company
Virginia-Carolina Railway Company
The Virginian Railway Company

Exceptio Sheet No. 4 to Virginia Classification No. 1

EFFECTIVE OCTOBER 1, 1907.
(Revised to December 31, 1912).

Exceptions to Rules 18-b, 19-b and 22 of Virginia Classification No. 1

Rules 18-b, 19-b and 22 of Virginia Classification No. 1 are hereby changed to read as follows, applicable to all class and commodity rates named in tariffs governed by this Exception Sheet:

Minimum carload weights.

18. (b) Unless otherwise specified in the Classification or in this Exception Sheet, the minimum carload weight of all articles shall be 30,000 pounds or fifteen tons where the rate applies per net or gross ton, except that classes N, O and P apply per car of 20,000 pounds, excess loaded in same car to be charged for in proportion.

The minimum carload weights of the articles named below will be:

Blocks, building or paving, cement or concrete.....	40,000 lbs.
Brick, fire, paving and pressed.....	40,000 "
Cinders.....	40,000 "
Clay, common and fire.....	40,000 "
Feldspar.....	40,000 "
Iron and Steel articles named in Virginia Classification under head of	
"Special Iron".....	36,000 "
Iron, pig.....	25 gross tons.
Lumber and articles taking lumber rates.....	34,000 lbs,

Slag, furnace.....	40,000 lbs.
Slate, roofing.....	40,000 "
Soapstone.....	40,000 "
Tar, coal and gas.....	40,000 "

When a minimum carload weight of more than 24,000 pounds is specified, such minimum will apply regardless of the length of the car used.

When a minimum carload weight of 24,000 pounds or less is specified, such minimum will apply when cars of 36 feet 6 inches in length or less are used; but when cars exceeding 36 feet 6 inches in length are used, the minimum carload weight shall be increased in accordance with the following table:

Actual weight must be charged for when in excess of the minimum weight.

The length of cars referred to in this Rule is based on the platform measurement of flat cars and inside measurement of all other cars.

Railroad agents at forwarding points will not sign shipping receipts bearing the notation "part carload lot" until shipping receipts for the whole carload have been presented and the freight received, in order that bill of lading may be obtained at the carload rate. Only one original bill of lading for the whole carload shall be issued.

Part carloads. Issuance of receipts therefor.

EXCEPTION SHEET No. 4 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

Distribution of carload shipments.

Railroad agents at forwarding points will not receive property in carloads for distribution by railroad agents to two or more parties. Delivering agents will deliver property only to consignee thereof or to the party presenting consignee's written order. Railroad agents at delivering points shall not in any way act as the representative of the consignor or consignee for the distribution of carload shipments.

Mixed carloads and articles for which no carload ratings are shown.

19. (b) When no carload rate is specified for an article, the L. C. L. rate shall be charged for any quantity of the articles.

When a number of different articles of the same class in carloads are shipped at one time by one consignor to one consignee and destination, in mixed carloads, they are to be taken at the rate per 100 pounds for such class, and at the highest minimum carload weight provided for any one of the articles; actual weight to be charged for if, in the aggregate, it is in excess of the minimum weight.

If the articles are of more than one class when in straight carloads, the carload rate and the minimum weight attaching to such rate for the highest classed article, or articles, that make up the mixed carload is to be charged; the actual weight to be charged for if the actual aggregate weight of all the articles is in excess of the minimum weight; excepting as provided in Rule 20 (a) of the classification.

Allowance in weight for racks, etc., in flat cars and linings in box cars loaded with perishable property.

22. An allowance of 500 pounds weight will be made for Racks, Standards, Strips and Supports on flat or gondola cars, if loaded with freight requiring their use. In box, ventilated or refrigerator cars, loaded with perishable property, 1,000 pounds weight will be allowed for linings when placed in cars by consignors, provided that in no case shall less than the specified minimum carload weights be charged for the property for which either racks or linings are furnished. At carrier's option, the racks or linings, if attached to the car and not removed, may be returned to consignor with the car without charge; if removed and returned to consignor, they shall be charged fourth-class rates. In case consignor does not wish to have linings returned, the following notation should be made on way-bills: "Linings to be delivered to consignee." Consignors must indicate to agent at forwarding station whether they desire linings returned to them or not, and if to be returned, the agent at forwarding station will note on the way-bill: "Return linings to (give name and address). Return charges guaranteed by consignors on linings removed from car."

ARTICLES	CLASS		ARTICLES	CLASS	
	LCL	CL		LCL	CL
A					
Acids (carrier's option):					
Sulphuric (Oil or Vitriol):					
In carboys	1				
In tanks	4				
weight capacity of tank)		5			
d Machines, C. L., all kinds:		5			
min wt 20,000 lbs.					
C. L., viz.:		5			
wood, K. D.	3				
Shears, in bundles	1				
K. D., wheels on or off.	D1				
Drill, grain and seed:	2				
S. U.	D1				
Handles detached and tied to frame	1				
Harrows:	D1				
Disk, S. U.					
N. O. S.					
S. U.					
K. D.	1				
Mills	3				
Cob, feed and grain	2				
Cider:					
S. U.	1				
K. D.	2				
Fanning:					
S. U.	3T1				
Drums detached	3T1				
Drums detached and packed inside of main frame	D1				
Mowers, lawn and hand-power					
S. U.	D1				
K. D., packed	2				
Mowing and Reaping Machines, Binders and Harvesters,					
whether combined or separate, S. U.	D1				
Planters, corn and potato, hand, S. U. or K. D.	1				
Plows:					
Gang and sulky, K. D.	3				
N. O. S.					
S. U.	1				
K. D., wood or metal beams, detached:	3				

EXCEPTION SHEET No. 4 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

ARTICLES	CLASS		ARTICLES	CLASS	
	LCL	CL		LCL	CL
Ale, Beer and Porter Packages or Carriers, empty, ret'd.— Can.			Confectionary, viz.: Candy, Bonbons, Maple Sugar, Popped Corn and Confectionery:		
Wooden, Wire or Sheet Metal Cases or Barrels or Casks, either containing or not containing bottles, estimated weights as per Virginia Classification (C. L., min. wt. 20,000 lbs.)	3	6	N O S. In pails or cases weighing not less than twenty-five pounds each.	1	4
B			In cases, drums or pails, securely crated together in less than twenty-five pounds.	2	4
Bags:			Crac	2	4
Burlap or gunny, new or old, in bundles, boxes, bales or rolls (C. L., min. wt. 24,000 lbs.)	3	4	In baskets (C. L., min. wt. 20,000 lbs.)	1	4
Cotton, new, in bales, trunks or cases (C. L., min. wt. 24,000 lbs.)	2	3	In other packages than baskets (C. L., min. wt. 20,000 lbs.)	2	4
Second-hand, in bundles or bags (C. L., min. wt. 24,000 lbs.)	3	4	Crockery; see Earthenware.		
Paper, N. O. S., in packages.	3		D		
Traveling Valises, Satchels, Travelers' Telescope Cases and Suit Cases, empty:	3		Doors, wooden; see Blinds.		
Loose....			Dry Goods, viz.:		
Crated or boxed (C. L., min. wt. 12,000 lbs.)	Di	2	Cotton Fabrics, in the original piece, but not finished articles ready for immediate use (made wholly of cotton), packed in rolls covered with burlap, or in boxes or bales.		
Bark:	1 1/4		Warp, cotton or jute, in boxes or bales, or on beams.	3	
Chestnut, oak and hemlock, stick, from stations on N. & W. R'y in Virginia, destined to points in Virginia off the line of N. & W. R'y, C. L., 24,000 pounds mini- mum		5	Yarn, cotton or jute, in boxes or bales, or on beams.	3	
Returned, or to be filled and reshipped over same line, minimum weight 10,000 pounds	4	6	E		
Baskets:			Earthenware (not Chinaware), Crockery and Jug or Stone- ware:		
Wooden or splint:			L. C. L., loose; not taken.		
Without tops or handles, nested, in bundles or crates.		5	Plumbers:		
With tops or handles, nested, or in bundles of four with ends placed in each other.	1	J	In crated, N. O. S., or in boxes or barrels	2	
	1 1/4		In bent wood or combined wood and woven wire crates, or in tierces, casks or hogheads	3	
			C. L., minimum weight 24,000 pounds	4	
			N. O. S.:		
			In crates, N. O. S.	2	
			In bent wood or combined wood and woven wire crates or in boxes	4	
			C. L., minimum weight 24,000 pounds	2	
			Explosives, high (subject to the rules published separately	2	5

[illegible]

EXCEPTION SHEET No. 4 TO VIRGINIA CLASSIFICATION No 1—CONTINUED.

ARTICLES	CLASS	
	LCL	CL
Glass bottles, returned; see Bottles, cider and vinegar.	J	
Vinegar, returned; see Bottles, cider and vinegar.	J	
Chimneys, in packages	1	
Granite Blocks and Slabs, see Marble.		
Grease, axle.	3	
In buckets, cans or kits	4	
In boxes, kegs, half-barrels or barrels	4	
Grindstones, without frames	1	
Groceries, N. O. S.		
Harness, see Saddlery.		
Hay, Fodder, Straw, Shucks and Husks, pressed in bales,	3	
L. C. L.		
Heading, in bundles; see Shooks.		
Hides.		
or bales	1½	
1,000 pounds	1	
Movables and Second-hand Notes 1, 2 and 8:	J	
signator not exceeding five	1	

Norm 1.—The following clauses must be entered in full on shipping order and bill of lading by consignee of Household Goods, Emigrants' Possables and Second-

Railway Track Material, viz: Angle Bars, Chairs, Fish Plates, Frogs, Splice Bars, Switches, Switch Chairs, Switch Stands, Ties, Tie Plates and Track Braces.	5 5 5 5	
and bundles..... d.....	5	
scrap iron, viz., Packed.....	5	
Unpacked, each piece weighing not less than 150 pounds.....	5	
Sheet Iron and Steel, plain, galvanised or corrugated, in crates or bundles.....	5	
Shoes, horse, mule and ox, in boxes or kegs, actual weight.....	5	
Sliding, stamped in imitation of brick or stone, packed or in bundles.....	5	
Slabs and Slab Steel, unpacked.....	5	
Stairwork.....	5	
Staples, fence, in kegs.....	5	
Tubing.....	5	
L		
Lard: In cans or pails, crated or boxed, or in tubs, boxes or barrels.....	4	
Lard Cannons and Cooking Oil (products of cotton seed ed or boxed.....	4	
.....	5	
3; Brandy; and Wines.....		
r kegs; not or barrels, 1, cement or	1	
wire.....	2	
In wood or in iron drums.....		
Live Stock L. C. L., (applicable only on shipments to or from stations on Norfolk & Western Railway or the The Virginian Railway).		
Sheep, Lambs and Hogs, L. C. L., loose, not taken.		
Lumber: Loose, under one inch in thickness.....	2	
Loose, one inch or over in thickness.....	J	
In bundles, crates or boxes, any thickness.....	J	
Lye, concentrated: Applicable to shipments from Saltville, Va., only		6

signor of me at a case of make the valuation es which be lower		
NOTE 2.—When Live Stock is shipped with carloads of Household Goods, etc., all stock in excess of five head		
passenger fare.		ac, etc., of transporta- Goods and ng properly y provided
therefor.		
Hunks; see Hay.		I
Iron and Steel Articles (see Notes 1 and 2):		
NOTE 1.—Shipping receipts for L. C. L. must have noted thereon the number of pieces and packages comprising the shipments		
NOTE 2.—The following articles, viz.: Angle Bar Beams Boiler (not Boilers) Bolts Bridge Columns Crossing, frog, rail- road Crossings, girder, rail- road Girders Pipe, wrought iron (not riveted or in coils)		Plate Poles, electric light or rail- way Rails Rods Shafting Sucker Rods Tank (not Tanks) Telegraph Poles Trucks, turn-table, railroad Tubing, seamless (U. S. Standard Gauge No. 15 or lower) Turn-tables, railroad

EXCEPTION SHEET No 4 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

ARTICLES	CLASS		ARTICLES	CLASS	
	LCL	CL		LCL	CL
M					
Machines, Machinery and Mills, C. L., including Boilers and Engines, and parts thereof, all kinds (except as below), minimum weight 24,000 pounds (see Notes 1, 2 and 3)		5	Melons:	1½	
Engines, portable or stationary, minimum weight 20,000 lbs.		5	Loose, prepaid	1	6
Boilers, steam	2		in barrels,		
Couplings, shafting	3		boxes or barrels,		
Engines:			bagheads	4	
Stationary	2		a, granite, marble		
Portable			pressed, or when		
Wheels off, when loaded in standard box cars not exceeding thirty-six feet in length through side doors thereof			its per cubic foot		
N. O. S., minimum weight 8,000 pounds each	1		(see Note).....	2	4
Engines and Boilers, combined shipments	2		NOTE.—Pieces weighing three tons and over to be loaded and unloaded at expense of consignor and consignee.		
N. O. S.:			N		
S. U.:			Nuts, edible:		
Not crated or boxed..	1		Cocanuts, packed or in sacks	2	
Crated or boxed.....	2		Almonds, Chestnuts, Chinquapins, Filberts, Pecans, English Walnuts or Brazil or Cream Nuts:		
K. D.....	2		In sacks	1	
			In double bags or in boxes	2	
			Peanuts and Chufas, shelled or unshelled, in bags, boxes or barrels (C. L., min. wt. 24,000 lbs.)	3	J
			O		
NOTE 1.—When shipments of Machines, Machinery and Mills require flat or gondola car for transportation, the loose and detachable parts thereof must be packed in iron-bound boxes and securely attached to machine or floor of car.					
NOTE 2.—Machines, Machinery and Mills in pieces weighing three tons or over, to be loaded and unloaded at expense of consignor and consignee.				3	5
					5
			P		
Marble, Granite, Slate and Stone, blocks or slabs (natural or artificial).			Paper:		
			Binders, box, paste, straw and wood pulp boards.	3	
			Building, N. O. S.	4	
			Printing, in rolls, bales, crates or boxes	3	
			Roofing, N. O. S.	4	

when c foot	2	4	Wrapping, N. O. S., in bundles, rolls, crates or boxes...	3	6
forty id 2).	4	5	Peas, cow, clay and field...	J	
when c foot	2	4	Pickles, N. O. S., in kegs, barrels or casks...	3	
forty id 2).	4	5	Rice, cleaned, in sacks, boxes, kegs, barrels or casks...	4	
when cubic	3	5	Roofing, asphalt shag, in bundles or rolls...	4	
edging	4	6	Rope, cotton...	3	
Notes 1 and 2)			Saddlery and Harness:	1	
			Collars, horse, in sacks, bales or boxes...	2	
			Harness:	3	
			In bundles	1	
			In boxes	1	
			Sweat Pads, collar, harness or saddle...	1	
			N. O. S.	1	
			Salt, in boxes, sacks or barrels...	4	
			, mineral,		
			idles...	4	6
			larbie.	J	
			rdern...	4	
			from Saltville, Va., only.		6
			FROM points other than Saltville, Va.	4	
			from Saltville, Va., only.	5	6
			Saltville, Va.:	3	
			alta:	4	
			Ym. Name	4	
				2	
				3	
				4	5
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				100	

Notes 1.—Pieces weighing three tons and over to be loaded and unloaded at expense of consignor and consignee.

use must be entered in full
of lading, and signed by
at
case
ratio
which would make the carrier
rate thereby accorded for

Meal, cotton seed
Meats, L. C. L.
Beacon and Hams:
In bulk, L. C. L.; not taken.
In sacks
In crates
In boxes, barrels or casks
Fresh:
Including Dressed Poultry

In crates
In boxes, barrels or casks
Pigs' Feet, pickled, in wood
Pork, salted, in barrels, half-barrels and quarter-barrels

EXCEPTION SHEET No. 4 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

ARTICLES	CLASS		ARTICLES	CLASS	
	LCL	CL		LCL	CL
Stoves and Ranges:—Caa.			Vehicle Axle		
NOTE.—Carload shipments of Stoves and Ranges, N. O. S., not crated or boxed, must be so braced in the car as to prevent shifting of the load, and to insure safe transportation.			O. S.: Finished or in the white: Packed or in rolls, strapped or securely tied in bundles Carloads, loose or packed, minimum weight 24,000 pounds. In the rough: Packed or in rolls, strapped or securely tied in bundles Carloads, loose or packed	3 J J	6 K K
Straw: see Hay.			Vinegar.		
Sugar, N. O. S., in bags, boxes, half-barrels or barrels	4	5	In wood. In glass, packed, carload	5	5 6
Sweet Pads; see Saddlery.			Vitriol, oil of; see Acid, sulphuric.		
T			Washing Powders: see Soap and Soap Washing Powders.		
Tobacco:			nd mineral, in glass or earthenware.	J	
Out or granulated (smoking or chewing), in drums, boxes, kegs or barrels	1		ic.	J	
Unmanufactured:					
Loose, in car or on the stick, C. L., min. wt. 20,000 lbs.		4			
Tobacco, scrap or trash, Dust, Sweepings and Riftings, in boxes, crates, bales, baskets or bags	J				
Tombstones; see Monuments.					
Trunks:					
Flat top, empty, without trays, nested (C. L., min. wt. 20,000 lbs.)	1½	3			
N. O. S., empty or containing valises, strapped or securely wrapped with burlap or paper (C. L., min. wt. 12,000 lbs.)	1½	2			
V					
gobheads	J	K	lb.	1	J
repaid or guaranteed:	J	K	10 lbs.)	2	J
Wagons, S. U., minimum			or in packages of six, cleated		
iber or dump (without	1		on each edge and nailed	2	6
pounds each	1		through cleats to each board	1	J
K. D.			N. O. S.	1	2
			Minimum weight 20,000 pounds.		
			N. O. S. (C. L., min. wt. 15,000 lbs.)		
			Wool, N. O. S., in sacks or bales (C. L., min. wt. 10,000 lbs.)		
			Yarns: see Dry Goods.		

APPLICABLE TO

Cape Charles Railroad Company New York, Philadelphia and Norfolk Railroad Company

Exception Sheet No. 5 to Virginia Classification No. 1

EFFECTIVE OCTOBER 1, 1907

(Revised to December 31, 1912)

RULES AND SPECIAL INSTRUCTIONS.

Minimum carload weight.

1. The minimum weight upon all property in carloads when loaded on flat or in gondola, stock or box cars shall be 30,000 pounds (actual weight to be charged for when in excess of the minimum), unless the marked capacity of the car is less, in which case the minimum weight will be the marked capacity of the car, unless otherwise specified in the Classification.

EXCEPTION SHEET No. 5 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

When a minimum carload weight of 24,000 pounds or less is specified, such minimum will apply when cars of 36 feet 6 inches in length or less are used, but when cars exceeding 36 feet 6 inches in length are used the minimum carload weight shall be increased in accordance with the following table (actual weight to be charged when in excess of the minimum weight):

			When the Minimum Carload Weight Provided in the Classification for the Article Shipped is:				Percentage Increase
			24,000 lbs.,	20,000 lbs.,	18,000 lbs.,	16,000 lbs.,	
			charge not less than	charge not less than	charge not less than	charge not less than	
			lbs.	lbs.	lbs.	lbs.	
Cars over 36 ft. 6 in. and not over 38 ft.	6 in.	long.	26,400	22,000	19,800	17,600	10
"	38 "	6 "	30,000	25,000	22,500	20,000	25
"	40 "	6 "	33,600	28,000	25,200	22,400	40
"	42 "	6 "	37,200	31,000	27,900	24,800	55
"	44 "	6 "	39,600	33,000	29,700	26,400	65
"	46 "	6 "	40,800	34,000	30,600	27,200	70
"	48 "	6 "	43,200	36,000	32,400	28,800	80
"	50 "	6 inches in length.	60,000	50,000	45,000	40,000	150

		When the Minimum Carload Weight Provided in the Classification for the Article Shipped is:					Maximum Weight in Carload
		16,000 lbs.,	14,000 lbs.,	12,000 lbs.,	10,000 lbs.,	8,000 lbs.,	
		charge not less than	charge not less than	charge not less than	charge not less than	charge not less than	
		lbs.	lbs.	lbs.	lbs.	lbs.	
Cars over 36 ft.	6 in. and not over 38 ft.	6 in. long.	16,500	15,400	13,200	11,000	8,800
"	38 "	6 "	18,750	17,500	15,000	12,500	10,000
"	40 "	6 "	21,000	19,600	16,800	14,000	11,200
"	42 "	6 "	23,250	21,700	18,600	15,500	12,400
"	44 "	6 "	24,750	23,100	19,800	16,500	13,200
"	46 "	6 "	25,500	23,800	20,400	17,000	13,600
"	48 "	6 "	27,000	25,200	21,600	18,000	14,400
"	50 "	6 inches in length.....	37,500	35,000	30,000	25,000	20,000-150

Note.—The length of cars referred to in this Rule is based on the platform measurement of flat cars and inside measurement of all other cars, except that on refrigerator cars having ice-boxes constructed in ends thereof extending from top of car partially to floor thereof the length shall be computed from the inward side of the ice-box.

2. Railroad agents at forwarding points will not sign shipping receipts bearing the notation "part carload lot" until shipping receipts for the whole carload have been presented and the freight received. In order that bill of lading may be obtained at the carload rate. Only one original bill of lading for the whole carload shall be issued.

3. Railroad agents at forwarding points will not receive property in carloads for distribution by railroad agents to two or more parties. Delivering agents will deliver property only to consignees thereof or to party presenting consignee's written order. Railroad agents at delivering points shall not in any way act as the representative of the consignor or consignee for the distribution of carload shipments.

Part Carloads. Issuance of receipts therefor.

Distribution of carload shipments.

EXCEPTION SHEET No. 5 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

Rule for charging freight
on mixed carloads.

4. When a number of different articles of the same class in carloads are shipped at one time by one consignor to one consignee and destination, in mixed carloads, they are to be taken at the rate per 100 pounds for such class, and at the highest minimum carload weight provided for any of the articles; actual weight to be charged for if, in the aggregate, it is in excess of the minimum weight.

If the articles are of more than one class when in straight carloads, the carload rate and the minimum weight attaching to such rate for the highest classed article, or articles, that make up the mixed carload is to be charged; the actual weight to be charged for if the actual aggregate weight of all the articles is in excess of the minimum weight, excepting as provided in Rule 20-a of the Classification.

Allowance in weight for
linings in cars with perish-
able freight.

5. On potatoes and other property perishable from frost when cars are lined by shippers, allowance for such linings will be made as follows:

1000 pounds for shipments in box, ventilated or refrigerator cars.

Freight charges will be computed upon total gross weights of the shipments and linings, less the foregoing allowance, but subject to the minimum carload weight provided by the tariff of the initial line.

The linings, if attached to the car and not removed therefrom, will be returned with the car to consignor without charge, when consignor so requests.

Minimum charge on Iron
Articles too long or too wide
to be loaded through side
doors of box cars.

6. The following Iron Articles, viz.:

Angle,	Crossings, girder, railroad,	Shafting,
Bar,	Girders,	Sucker Rods,
Beams,	Pipe, wrought iron (not riveted	Tank (not Tanks),
Boiler (not Boilers),	or in coils),	Telegraph Poles,
Bolts,	Plate,	Trucks, turn-table, railroad
Bridge,	Poles, electric light or railway,	Tubing, seamless (U. S. Standard
Columns,	Rails,	Guage No. 15 or lower),
Crossings, frog, railroad,	Rods,	Turn-Tables, railroad,

when exceeding twenty-two (22) feet in length or too wide to be loaded in a standard thirty-six (36)

NOTE 3.—Paintings, Silverware, Brice-a-Brac, etc., of value, will not be accepted by carriers for transportation at the classification for Household Goods and Emigrants' Movable, such articles being properly subject to the classification specifically provided therefor.

Lard.

or boxed; also in pails, tubs,

Oil (products of cotton seed

boxed; also in pails, tubs,

cloth bags.

Alcohol, N. O. S.; Brandy;

Wines, Whiskey and Wines

es, jackets, kegs or barrels,

strips, metal caps, cement or

wire

In wood or in iron drums

Live Stock, carloads, viz

Horses and Mules, minimum weight 20,000 lbs.

Cattle, minimum weight 20,000 lbs.

weight 14,000 lbs.

n weight 18,000 lbs.

Hogs.

Single deck, minimum weight 16,000 lbs.

Double deck, minimum weight 22,000 lbs.

Lumber:

M

Engines, stationary and portable (min. wt. 20,000 lbs.), (see Note 1)

Machines, Machinery and Mills, L. C. L. (see Notes 1, 2 and 3):

Portable, wheels off, when loaded in standard box cars not exceeding thirty-six feet in length through the side doors thereof.

N. O. S., minimum weight 8,000 lbs. each.

NOTE 1.—Pieces weighing three tons and over to be loaded and unloaded at expense of consignor and consignee.

NOTE 2.—The following clause must be entered in full on shipping order and bill of lading and signed by consignor:

"The consignor shipping same value in case make the car

Meal:

Cotton seed.

Meats, L. C. L.:

Bacon and Hams:

In bulk, L. C. L.; not taken.

In sacks.

In crates.

In boxes, barrels or casks.

Pigs' Feet, pickled, in wood.

Pork, salted, in barrels, half-barrels and quarter-barrels.

Salted.

In bulk; not taken.

In sacks.

In crates.

In boxes, barrels or casks.

Meats, fresh:

Hogs, dressed, whole.

N. O. S., dressed, including Dressed Poultry.

Melons.

Loose, prepaid.

In packages.

Minimum weight 24,000 pounds.

Molasses, in cans packed in boxes or barrels; or in kegs,

half-barrels, barrels or hogheads.

Nuts, edible:

Almonds, Pecans, Eng-

Nuts:

finished, in bags, boxes

or barrels (C. L., min. wt. 24,000 lbs.)

5

2

3

3

4

4

4

2

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4

2

1

1 1/2

1

6

4

3

1

2

3

J

Soda:			
Bi-carbonate of	4		
Caustic:			
In pails or tubs	3		
In iron casks	4		
Sal or washing	4		
Sulphate of, or Glauber Salts:			
In boxes or kegs	2		
In bags	3		
In barrels	4		
C. L., minimum weight 36,000 pounds		5	
Nested:			
C. L., minimum weight 15,000 pounds			2
Tubs (C. L., min. wt. 15,000 lbs.)			J
Washboards:			J
In crates, boxes or barrels, or in packages of six, cleated			
with hard-wood strips on each edge and nailed			
through cleats to each board		2	
N. O. S.		1	
Carload, minimum weight 20,000 pounds			5
Woodenware, N. O. S. (C. L., min. wt. 15,000 lbs.)			J
Wool, N. O. S., in sacks or bales (C. L., min. wt. 10,000 lbs.)			2

APPLICABLE TO

Norfolk Southern Railroad Company

Exception Sheet No. 6 to Virginia Classification No. 1

EFFECTIVE OCTOBER 1, 1907
(Revised to December 31, 1912)

ARTICLES	CLASS	ARTICLES	CLASS
Agricultural Implement Parts: Iron, steel or wood, N. O. S., packed or in bundles.....	2	Lime, agricultural, in bulk or bags.....	20% less than rates on fertilizers.
Baskets, Barrels and Boxes, for truck, L. C. L.	6	Lime, building, L. C. L.....	K less Class M 10%
Berry Crates, empty, L. C. L.....	6	Same, C. L.....	N 25% higher than Class N
Cartridges, metallic or paper (not high explosives), boxed, L. C. L.....	1	Live Stock, C. L. (see Notes 1 and 2), as follows: All Live Stock (except Calves, Sheep and Hogs wholly or partly double decked), per car.....	
Cement, L. C. L.....	K	Calves, Sheep and Hogs (wholly or partly double decked); the upper deck to be constructed at expense of shipper or owner, per car.....	
C. L., minimum weight 30,000 pounds.....	M		
Chinaware, in barrels or casks.....	1		
Coops, chicken, wire or wood or wire and wood combined, K. D. flat, L. C. L.....	3		
Same, C. L.....	5		
Cutlery, not plated, packed.....	1		
Eggs, L. C. L.....	1		
Egg Crates, L. C. L.....	4		
Fish, smoked, in boxes.....	3		
Fruits, green, viz.: Bananas, prepaid, viz.: Loose or packed (C. L., min. wt. 20,000 lbs.) (see Note) ..			
	3		

NOTE.—Caretakers in charge of carload shipments of Bananas will, at carrier's option, be passed free for the purpose of looking after the proper ventilation of cars and otherwise caring for shipments, said caretakers to be returned free on passenger trains within three days after the arrival of fruit at destination. Caretakers will not be

NOTE 1.—When shipments of Live Stock are offered in carloads, should there be an excess of stock over one or more full carloads, the excess must be charged for at L. C. L. rate at the established estimated weights for L. C. L. shipments, observing the carload rate as maximum.

NOTE 2.—These ratings include passage one way of attendants in charge of carload shipments; no more than one attendant to be carried without additional charge for each three cars of horses and mules, or each fifteen cars of other kinds of live stock from one shipper to one consignee.

passed with I caretaker wit signor to one be given to shipments, as and vegetables of any other description.	than one one con- will only f banana of fruits		
rt and K. D. flat.		1	
l, K. D.		2	
wrapped or crated.		1	
		1	
		2	
		1	
		2	
		1 1/4	
		1	
		1	
		1	
		3	
		6	

APPLICABLE TO
Interstate Railroad Company
Louisville and Nashville Railroad Company

Exception Sheet No. 7 to Virginia Classification No. 1

EFFECTIVE OCTOBER 1, 1907
 (Revised to December 31, 1912)

ARTICLES	CLASS		ARTICLES	CLASS	
	LCL	CL		LCL	CL
Acids (carrier's option): Sulphuric (Oil of Vitriol): In carboys In iron drums.	1 4	5	all kinds: 20,000 lbs	3	4
		5		2	3
	3			3	f
	1			D1	2
	1			1 1/2	2
	2				5
	1				J
					K
Barrows: Dial, S. U. N. O. S. S. U. K. D.	D1 1 3		Bag: all old, in bundles, boxes, bales or trusses or cases (C. L., min. wt. 24,000 lbs.) in bundles or bags cases Bells, Travelers' Telescope Cases and Suit Cases: Loose Crated or boxed (C. L., min. Bells, Half-barrels and Keg Tight cooperage, C. L., min. Other than tight cooperage, C. L., min. wt. 10,000 lbs. Barytes, C. L., min. wt. 30,000 pounds Baskets, vis.: Wooden or splint, without tops or handles, nested in bundles or crates Wooden or splint, with tops or handles, nested or in bundles with ends placed in each other pounds	1 1 1/2	
Mills: Cob, feed and grain Cider S. U. K. D. Peanut: S. U.	2 1 2 ST1			4T1 D1	3
			lb, wooden, including Sky- and Window Screen Frames,		

3T1	1	2	3	4	5	6
Drums detached
Drums detached and packed inside of main frames
Mould-boards, plow:
Loose or in bundles, boxes or barrels
Mowers, lawn and hand-power:
S. U.
K. D., packed
Mowing and Reaping Machines, Binders and Harvest-
ers, whether combined or separate:
S. U.
Planters:
Corn and potato, hand, S. U. or K. D.
Plows:
Gang and sulky, K. D. flat
N. O. S.:
S. U.
K. D., wooden or metal beams detached
Points, plow:
Loose or in bundles, boxes or barrels
Presses, hay, K. D.
Rakes:
Hand, in bundles
Horse, K. D.
Rollers:
Field and road
Shares, plow:
Loose or in bundles, boxes or barrels
Shellers:
Corn, hand, N. O. S., packed
Shovels and Spades, in bundles
Wings, plow:
Loose or in bundles, boxes or barrels
Ale, In
Hogheads
Barrels
Half-barrels
Quarter-barrels
Sixth-barrels
Eighth-barrels
locked, at
returned:
or Casks,
rt. 20,000
Tight Barrels, Half-barrels, Quarter-barrels, Eighth-
barrels, etc:
Weights as per Classification (C. L., min. wt. 20,000
lbs.)
Glazed, crated or in bundles
Glazed, completely boxed
Unglazed, crated or in bundles
Boxes, empty, viz.:
Carriers, ale, beer or mineral water, made of wood, wire
or sheet metal, L. C. L.
Boxes, empty, used or to be used for produce or tobacco
shipments over L. & N. R. R.
Brick, viz.:
or more, to be loaded
consigned
weight 30,000 pounds
Tile, packed
to show character of
character of brick (see
Notes.—Shipments of Pressed, Paving or Common Brick,
in quantities of 10,000 pounds or over, may be made
loose in car, the same to be loaded and unloaded by
owners.
and Shell Fish), Fruit and
meats with Pork)
Evaporated Cream)
Boxed or crated
Minimum weight 14,000 pounds
same as Dynamite.
or paper (not high explosives):
Boxes
Cement, building, in bags or barrels
seeds
N. O. S.
Bar, Popped Corn and Con-
not less than twenty-five
ound each
In cases, drums or pails, securely crated together in
packages weighing not less than twenty-five pounds
In half-barrels or barrels

[illegible]

EXCEPTION SHEET No. 7 TO VIRGINIA CLASSIFICATION No 1—CONTINUED.

ARTICLES	CLASS		ARTICLES	CLASS	
	LCL	CL		LCL	CL
Meats, viz.:—Con. Salted: In bulk, L. C. L.; not taken. In sacks In crates			Saddlery, viz.: Collars, horse, in sacks, bales or boxes. Harness in bundles. Sweat Pads, collar, harness or saddle N. O. B.	1 2 1 1	
	2 3 4 4 3 4 3 3 3 2		Salt: In sacks or barrels In boxes Shooks and Heading, in bundles Shucks; see Hay.	4 4 J	
1 quarter-barrels 1, packed			Springs, viz.: Furniture, wire, coiled, viz.: In boxes Wire, N. O. B., coiled, in boxes Soap and Soap Washing Powders: Soap Soap and Washing Powders	2 2 4 4	
in, or in kags, half- white, loose or	1½ 2	6	1, boxes, barrels or half-barrels codan, C. L., minimum weight 30,000 pounds	4	5 { Same as L'bar
	4	K	crated or in bundles or pine, poplar, basswood, birch, elm, gum, laurel, oak or cedar, ziber or dump (without springs), roughly K. D.	3 1	N K 5
	3	5	Woodenware: Buckets, Pails or Firkins: Not nested Nested Minimum weight 15,000 pounds Tubs (C. L., min. wt. 15,000 lbs.) Washboards: In crates, boxes or barrels or in packages of six, cleated with hard wood strips on each edge and nailed through cleats to each board	1 2 1	
Paper: Binder's, box, paste, straw and wood pulp boards Building, N. O. B. Printing, in rolls, bales, crates or boxes Roofing, N. O. B. Wrapping, N. O. B., in bundles, rolls or crates or boxes	3 3 4 3 4 3			2	

Pickles:				
N. O. S., in kegs, barrels or casks.....	3	.....	N. O. S.....	1
Pipe, earthen and concrete, drain, tile or sewer.....	6	.....	Minimum weight 20,000 pounds.....	5
Same.....	.....	.....	N. O. S. (C. L., min. wt. 15,000 lbs.).....	4
Rice, cleaned, in sacks, boxes, kegs, barrels or casks.....	4	K		
Roofing, asphalt slag, in bundles or rolls.....	4	.....	Wool:	
		.....	N. O. S., in sacks or bales (C. L., min. wt. 10,000 lbs.)..	2

APPLICABLE TO

Virginia and Southwestern Railway Company

Exception Sheet No. 8 to Virginia Classification No. 1

EFFECTIVE OCTOBER 1, 1907

(Revised to December 31, 1912)

ARTICLES	CLASS	ARTICLES	CLASS
Agricultural Implement Parts:			
Iron, steel or wood, N. O. S., packed or in bundles.....	2	Iron and Steel Articles, viz.:	3
		cases with	2
		locked.....	2
		.....	2
		.....	2
		.....	3
		.....	$\frac{1}{2}$ of 6
		minimum.	K
		.....	$\frac{1}{2}$ of 6
		.....	1
		ed.....	2
		wholly or	N
		le decked;	
		of shipper	
		or owner, per car	25% higher than N
Fruit and	3	of Live Stock are in carloads,	
L. C. L.	3	of stock over one or more full	
L. C. L.	3	to be charged for at the L. C. L.	
boxed, L.	1	estimated weight for L. C. L. ship-	
.....	1	ped rate as the maximum.	
boxed, K.	3		
.....	3		
.....	1		
Cutlery, not plated, packed			

NOTE 2.—These ratings include passage one way of attendants in charge of carload shipments, no more than one

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	1																																																																																								

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APPLICABLE TO
Richmond, Fredericksburg and Potomac Railroad Co.
Washington Southern Railway Co.

Exception Sheet No. 9 to Virginia Classification No. 1

EFFECTIVE OCTOBER 1, 1907
(Revised to December 31, 1912)

RULES.

Distribution of carload shipments.	Railroad agents at forwarding points will not receive property in carloads for distribution by railroad agents to two or more parties. Delivering agents will deliver property only to consignee thereof or to the party presenting consignee's written order. Railroad agents at delivering points shall not in any way act as the representative of the consignor or consignee for the distribution of carload shipments.
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Rule for charging freight on mixed carloads.	<p>When a number of different articles of the same class in carloads are shipped at one time by one consignor to one consignee and destination, in mixed carloads, they are to be taken at the rate per 100 pounds for such class, and at the highest minimum carload weight provided for any one of the articles; actual weight to be charged for if, in the aggregate, it is in excess of the minimum weight.</p> <p>If the articles are of more than one class when in straight carloads, the carload rate and the minimum weight attaching to such rate for the highest classed article, or articles, that make up the mixed carload is to be charged; the actual weight to be charged for if the actual aggregate weight of all the articles is in excess of the minimum weight, excepting as provided in Rule 20-a of the Classification.</p>
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Allowance in weight for linings in cars with perishable freight.

On potatoes and other property perishable from frost where cars are lined by shippers, allowance for such linings will be made as follows: 1,000 pounds for shipments in box, ventilated or refrigerator cars.

Freight charges will be computed upon total gross weights of the shipments and linings, less the foregoing allowance, but subject to the minimum carload weight provided by the tariff of the initial line.

The linings, if attached to the car and not removed therefrom, will be returned with the car to the consignor without charge, when consignor so requests.

Minimum charge for Iron Articles too long or too wide to be loaded through side doors of box cars.

The following Iron Articles, viz.:

Angle,	Crossings, girder, railroad,	Shafting,
Bar,	Girders,	Sucker Rods,
Beams,	Pipe, wrought iron (not riveted	Tank (not Tanks),
Boiler(not Boilers),	or in coils),	Telegraph Poles,
Bolts,	Plate,	Trucks, turn-table, railroad,
Bridge,	Poles, electric light or railway,	Tubing, seamless (U. S. Standard
Channels,	Rails,	Guage No. 15 or lower),
Columns,	Rods,	Turn-Tables, railroad,
Crossings, frog, railroad,		

when exceeding twenty-two (22) feet in length or too wide to be loaded in a standard thirty-six (36) foot box car through the side door thereof, and if all the articles are loaded together in one car, shall be charged at actual weight and class rate for each article, except that the minimum charge for each shipment shall be 1,000 pounds at first-class rate, and this minimum shall apply whether the articles are loaded in a box, stock, gondola or other car. If the shipment is loaded in two or more cars, the portion loaded in each car shall be treated as a separate shipment. If the shipment is of such length as to require two or more cars for transportation, Rule 20-a will apply.

EXCEPTION SHEET No. 9 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

ARTICLES	CLASS
Animals, wild:	
The rating shown in Virginia Classification will not apply to, from or between points on the Richmond, Fredericksburg and Potomac Railroad and the Washington Southern Railway, nor on such shipments passing over these lines. Wild Animals will be handled thereon only under special contract.	
Barrels, empty, old, viz.:	
Apple, cement, fish, flour, vegetable and sugar, actual weight, L. C. L.....	3
Baskets, berry and truck, nested or crated, L. C. L.....	2
Building Material, C. L.:	
Rating of Virginia Classification applies also on mixed carloads that include Brick, loose or packed. Explosives:	
The minimum charge on any shipment of High Explosives will be \$2.00.	
See Rules governing the transportation of High Explosives.	
Hay, Straw and Shucks, pressed in bales, L. C. L.....	J
Same, C. L., minimum weight 20,000 pounds.....	K
Hogsheads, tobacco, empty, returned at estimated weight 150 pounds each, L. C. L.....	2
Household Goods, L. C. L.....	1
Live Stock, C. L., viz.:	
Horses and Mules, minimum weight 20,000 pounds.....	3
Cattle and Calves, " 20,000 "	5
Hogs, single deck, " 16,000 "	4
Hogs, double deck, " 22,000 "	4
Sheep, single deck, " 14,000 "	3
Sheep, double deck, " 18,000 "	3
Poultry, live, in coops or crates, minimum weight per package 50 pounds; no charge less than 25 cents....	D1
Sumac Leaves, in bags or bales, L. C. L.....	2
Same, C. L., minimum weight 16,000 pounds.....	D

COMMONWEALTH OF VIRGINIA

State Corporation Commission

Mileage Class and Commodity Rates

APPLICABLE TO

Steam Railroads in Virginia

As Authorized by the Commission

and in Force December 31, 1912

ATLANTIC COAST LINE RAILROAD COMPANY.

Freight Tariff, revised to December 31, 1912.

CLASS RATES.

Governed by Virginia Classification with Exception Sheet No. 1 thereto.

COMMODITY RATES.

DISTANCES.	Brick, common, C. L., minimum 10,000 brick, per 1,000 brick.		Canned goods taking third class in Ex- tation, L. C. L., per 100 lbs.		Cotton Seed, C. L., minimum weight, 20,000 lbs., per ton 2,000 lbs.		Fertiliser, C. L., minimum weight, 30,000 lbs., per ton, 2,000 lbs.		Logs—gum (round) per car, 40,000 lbs., excess in proportion.		Logs—gum (hewn or square), per car, 40,000 lbs., excess in proportion.		Lumber, common, per car 24,000 lbs., excess in proportion.		Wood, cord, C. L., minimum 10 cords, per cord.		Wood, poplar, split and barked, C. L., minimum 10 cords, per cord.		Wood, slab, C. L., per car 24,000 lbs., excess in proportion.	
	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts
5 miles and under.....	1	90	8	90	70	00	7	00	5	00	5	50	60	80	60	80	60	80	24	00
10 and over 5 miles.....	1	00	10	70	90	00	7	00	6	00	6	50	60	75	4	00	75	4	00	00
15 and over 10 miles.....	1	10	11	80	90	00	8	00	6	00	8	00	70	75	4	10	75	4	10	00
20 and over 15 miles.....	1	10	13	80	1	20	8	00	7	00	9	50	70	1	00	4	10	1	00	00
25 and over 20 miles.....	1	20	15	90	1	50	9	00	7	00	11	00	80	1	00	4	25	1	00	00
30 and over 25 miles.....	1	30	17	90	1	50	9	00	7	00	12	50	80	1	00	4	35	1	00	00
35 and over 30 miles.....	1	35	20	95	1	50	10	00	7	00	14	50	90	1	00	4	50	1	00	00
40 and over 35 miles.....	1	40	20	—	1	50	—	—	—	—	16	80	90	—	—	—	—	—	—	—
45 and over 40 miles.....	1	45	20	—	1	80	—	—	—	—	16	80	1	00	—	—	—	—	—	—
50 and over 45 miles.....	1	50	20	—	1	80	—	—	—	—	16	80	1	00	—	—	—	—	—	—
55 and over 50 miles.....	1	55	21	—	1	80	—	—	—	—	17	50	1	10	—	—	—	—	—	—
60 and over 55 miles.....	1	60	21	—	1	90	—	—	—	—	17	50	1	15	—	—	—	—	—	—
65 and over 60 miles.....	1	65	23	—	1	90	—	—	—	—	18	00	1	15	—	—	—	—	—	—
70 and over 65 miles.....	1	70	23	—	2	00	—	—	—	—	18	00	1	20	—	—	—	—	—	—
75 and over 70 miles.....	1	75	26	—	2	00	—	—	—	—	18	00	1	25	—	—	—	—	—	—

*Cotton Seed, packed, L. C. L.—25 per cent. higher than the C. L. rates shown above.

THE BALTIMORE AND OHIO RAILROAD COMPANY,
VALLEY RAILROAD COMPANY OF VIRGINIA,
SOUTHERN RAILWAY COMPANY.

Freight Tariff, revised to December 31, 1912.

BETWEEN STATIONS IN VIRGINIA.

On Baltimore and Ohio R. R.—Local and to Valley R. R. of Virginia and Southern R’y (Harrisonburg Extension).
On Valley R. R. of Virginia—Local and to B. & O. R. R. and Southern R’y (Harrisonburg Extension):
From Southern R’y (Harrisonburg Extension) to B. & O. R. R. and Valley R. R. of Virginia.

CLASS RATES.

DISTANCES.	In Cents Per 100 Pounds.											In cents per barrel.	In cents per 100 lbs.			Per ton of		Per carload of 20,000 pounds.			
	1	2	3	4	5	6	A	B	C	D	E		F	H	J	K	L	M	N	O	P
5 miles and under.....	12	10	8	7	6	5	5	6	6	6	6	12	7	7	5	\$ 1 00	\$ 1 00	\$12 00	\$10 00	\$10 00	
10 and over 5 miles.....	16	12	10	8	7	6	6	7	7	7	7	14	8	8	6	1 20	1 20	14 00	12 00	12 00	
20 and over 10 miles.....	20	15	12	10	8	7	7	8	8	8	8	16	10	10	7	1 40	1 40	16 00	14 00	14 00	
30 and over 20 miles.....	24	18	15	13	9	8	8	9	9	9	9	18	13	13	8	1 60	1 60	18 00	16 00	16 00	
40 and over 30 miles.....	28	22	18	14	10	9	9	10	10	10	10	20	14	14	9	1 80	1 80	20 00	18 00	18 00	
50 and over 40 miles.....	32	26	20	16	11	10	10	11	11	11	11	22	15	15	10	2 00	2 00	22 00	20 00	20 00	
60 and over 50 miles.....	34	28	22	18	12	11	11	12	12	12	12	24	16	16	11	2 20	2 20	24 00	22 00	22 00	
70 and over 60 miles.....	36	30	24	19	13	11	11	13	13	13	13	26	17	17	11	2 20	2 20	26 00	22 00	22 00	
80 and over 70 miles.....	38	32	26	21	14	12	12	14	14	14	14	28	18	18	12	2 40	2 40	28 00	24 00	24 00	
90 and over 80 miles.....	40	34	28	22	15	12	12	15	15	15	15	30	19	19	12	2 40	2 40	30 00	24 00	24 00	
100 and over 90 miles.....	42	36	29	23	16	13	13	16	16	16	16	32	20	20	13	2 60	2 60	32 00	26 00	26 00	
110 and over 100 miles.....	44	38	31	25	16	13	13	16	16	16	16	32	21	21	13	2 60	2 60	32 00	26 00	26 00	
120 and over 110 miles.....	46	39	32	26	17	14	14	17	17	17	17	34	22	22	14	2 80	2 80	34 00	28 00	28 00	
130 and over 120 miles.....	47	40	33	26	17	14	14	17	17	17	17	34	23	23	14	2 80	2 80	34 00	28 00	28 00	
140 and over 130 miles.....	48	41	33	26	18	14	14	18	18	18	18	36	23	23	14	2 80	2 80	36 00	28 00	28 00	
150 and over 140 miles.....	49	42	33	26	18	14	14	18	18	18	18	36	23	23	14	2 80	2 80	36 00	28 00	28 00	

Governed by Virginia Classification with Exception Sheet No. 2 thereto.

[illegible]

THE BALTIMORE AND OHIO RAILROAD, VALLEY RAILROAD OF VIRGINIA AND SOUTHERN RAILWAY IN CONNECTION WITH THE
B. & O. R. R. AND VALLEY R. R. OF VA.—CONTINUED.

COAL AND COKE, CARLOAD,
MINIMUM WEIGHT 30,000 POUNDS,

Applicable between Stations on Baltimore and Ohio Railroad in Virginia
and between Stations on Valley Railroad of Virginia.

DISTANCES.	Rates per 2,000 pounds.
5 miles and under.....	\$ 50
10 and over 5 miles.....	60
20 and over 10 miles.....	70
30 and over 20 miles.....	80
40 and over 30 miles.....	90
70 and over 40 miles.....	1 00

CAPE CHARLES RAILROAD COMPANY—CONTINUED.

COMMODITY RATES.

ARTICLE.	FROM	TO	RATE In cents per package, except where other- wise specified.	
			Carload.	Less than carload.
Canned Goods, viz.:				
Fish, Fruit, Meat and Vegetables,				
2 lb. cans, in cases, per case.....	All stations	All stations	5	5
3 lb. cans, in cases, per case.....	"	"	10	10
Flour in barrels or barrel sacks,				
per barrel or barrel sack.....	"	"	15	15
Grain and Grain Products, as shown in list on next following page, in barrels, sacks or cases, per 100 pounds.....	"	"	7½	7½
Lime, in barrels, per barrel.....	"	"	20	20
Molasses, in barrels, per barrel.....	"	"	40	40
Molasses, in half-barrels, per half-barrel.....	"	"	25	25
Oil, coal, in barrels, per barrel.....	"	"	35	35
Oil, lubricating, in barrels, per barrel.....	"	"	40	40
Props, mine, wooden, C. L. minimum weight 40,000 lbs., per 100 lbs.....	"	"	3	.....
Salt, G. A., in bags, per bag.....	"	"	.....	12
Salt, fine, in bags, per bag.....	"	"	.....	15
Sea Foods, viz.:				
*Clams, in shell... }				
Crabs, hard..... }				
Fish, fresh..... }				
Oysters, in shell.. }				
Flour barrel size, per barrel.....	"	"	15	15
Sugar barrel size, per barrel.....	"	"	25	25
Sugar, in barrels, per barrel.....	"	"	30	30
Vegetables, viz.:				
Cabbage, Potatoes and other Vegetables:				
Per standard truck barrel, flour barrel, or barrel crate, or sack.....	"	"	10	10
Per half-barrel.....	"	"	7	7
Per bushel package.....	"	"	5	5
Vinegar, in barrels, per barrel.....	"	"	35	35

*Clams in sacks containing a half-barrel will take one-half of the barrel rate.
Clams in sacks containing more than a half-barrel, and not more than a standard barrel, will take the standard barrel rate.
Clams in sacks containing more than a standard barrel, and not more than a sugar barrel, will take the sugar barrel rate.
Clams in sacks containing more than a regular sugar barrel will take the Classification rating.

CAPE CHARLES RAILROAD COMPANY—COMMODITY RATES
—CONTINUED.

ARTICLES COVERED BY THE TERMS "GRAIN" AND "GRAIN PRODUCTS."

Articles Upon Which "Grain" Rates Apply.

Barley,
Buckwheat,
Corn,
Corn, Kaffir,
Milo Maize,

Oats,
Rye,
Speltz,
Wheat,

Articles Upon Which "Grain Products" Rates Apply.

Avena,
Barley, pearl,
Barley, sprouted,
Bran, in bulk,
Bran, in sacks,
Bran, flax, in sacks or bales,
Bran, rice,
Cake, corn oil (ground),
Cake, corn oil (unground),
Cake, cotton seed,
Cake, cotton seed oil (unground),
Cake, linseed oil (unground),
Cerealine,
Ceroflake,
Chaff, rice,
Corn, cracked,
Corn, ground,
Corn, hulled (except Canned Corn),
Cream of Maize,
Cream of Wheat,
Crystal Malt Flakes,
Dextrine,
Farina,
Farinose,
Feed, glucose,
Feed, gluten,
Feed, hominy,
Feed, mill,
Feed, mixed live stock (see note 1),
Flake, malt,
Flour, made from grain only,
Food, animal or poultry (not medicated or condimental), made from grain (whole or cracked), grain screenings, cottonseed hulls or oat hulls, with or without charcoal, ground oyster shells or other grit, in bags, weighing 100 pounds or over (see note 2),
Food, Ralston's,
Frumentum,
Germos,
Golden Harvest,

Grits,
Groats,
Grain, brewers' dried,
Grain, distillers' dried,
Granola,
Grape-Nuts,
Healthall,
Hominy,
Hulls, cotton seed,
Hulls, oat and barley,
Koffee-No.
Maisoline,
Maisone,
Malt,
Meal, brewers',
Meal, cob,
Meal, corn,
Meal, cotton seed,
Meal, gluten,
Meal, Kaffir corn,
Meal, oat,
Meal, oil,
Middlings,
Oats, rolled,
Pillsbury's Best Cereal,
Postum Cereal,
Quick Malt,
Screenings, flax or grain,
Ship Stuff,
Shives, flax, in sacks or bales,
Shorts,
Silver Flake Malt,
Skimmings, malt,
Snow Flakes,
Sprouts, malt,
Starch,
Wheat, cracked,
Wheat, pearl,
Wheat, rolled,
Wheatlet (Granulated Wheat Cereal).

NOTE 1—The commodity "Feed, Mixed Live Stock," will apply only on shipments coming within the following description: Mixed Live Stock Feed, with or without sweetening or salt, made of mixture of the by-products from grain mills, grain elevators, glucose factories, distilleries, breweries and sugar beet factories; also chopped or ground alfalfa or any of the articles named in the list of grain or grain products appearing in this tariff.

NOTE 2—This rating will not apply when the article is packed in cartons or other packages enclosed in bags of the size specified.

CAROLINA, CLINCHFIELD AND OHIO RAILWAY.

Freight Tariff, revised to December 31, 1912.

CLASS RATES.

DISTANCES.	Per 100 pounds.												Per barrel.	Per 100 lbs.		Per ton of 2,000 lbs.		Per carload of 20,000 lbs.		
	1	2	3	4	5	6	A	B	C	D	H	F		J	K	L	M	N	O	P
5 miles and under.....	18	16	14	12	11	10	9	10	9	8	12	18	18	12	4	80	80	\$ 7 00	\$10 00	\$ 6 00
10 and over 5 miles.....	20	18	16	14	12	10	10	11	9	8	14	18	18	13	4	80	80	10 00	10 00	6 00
15 and over 10 miles....	24	21	18	15	13	11	11	12	10	9	15	20	20	14	4½	85	90	14 00	13 00	8 00
20 and over 15 miles....	27	23	19	16	13	11	11	13	10	9	17	22	30	14	5	85	1 00	18 00	16 00	10 00
25 and over 20 miles....	28	25	21	18	15	13	12	14	12	10	19	23	34	18	5½	70	1 10	22 00	19 00	11 00
30 and over 25 miles....	31	27	23	19	16	14	12	15	13	11	21	24	25	18	6	70	1 20	24 00	23 00	12 00
35 and over 30 miles....	33	29	25	21	17	14	13	15	14	12	23	26	28	20	6	75	1 30	24 00	24 00	13 00
40 and over 35 miles....	36	31	26	22	18	15	14	16	14	13	24	28	28	20	6½	75	1 40	25 00	26 00	14 00
45 and over 40 miles....	38	33	28	23	19	15	15	16	15	14	25	30	30	21	7	80	1 50	25 00	26 00	15 00
50 and over 45 miles....	41	36	30	25	20	16	16	16	15	14	26	31	31	21	7½	85	1 60	27 00	27 00	16 00
55 and over 50 miles....	44	38	32	26	21	16	16	18	17	16	27	32	34	22	7½	90	1 60	27 00	27 00	16 00
60 and over 55 miles....	46	40	34	28	23	16	16	18	17	15	27	33	34	23	8	1 00	1 70	28 00	28 00	17 00

Governed by Virginia Classification.

CAROLINA, CLINCHFIELD AND OHIO RAILWAY.—CONTINUED.

COMMODITY RATES.

DISTANCES.	Per 100 lbs.	Per ton 2,000 pounds.	Per 100 lbs.	Per ton 2,000 pounds.		Per 100 pounds.		Per cord of 128 cubic feet.	
	Brick, common, C. L., minimum 40,000 pounds.	Fertilizer, C. L., and articles taking same rates as described in Virginia Classification, minimum 30,000 lbs.	Iron, special, any quantity as described in Virginia Classification.	Lime, agricultural.		Limestone, ground, for agricultural pur- poses, C. L., minimum 60,000 pounds.	Live Stock, C. L., minimum weights, see Note 1.	Lumber and articles taking same rates (see Note 2), C. L., minimum 30,000 pounds.	Wood, fire, C. L., minimum as per Note 3.
				C. L., Minimum 24,000 pounds.	L. C. L. packed				
5 miles and under.....	2½	\$ 70	7	\$ 56	\$ 67	30	6	3	55
10 and over 5 miles.....	2½	70	7	56	67	30	7	3½	55
15 and over 10 miles.....	2½	80	8	64	77	30	8	4	60
20 and over 15 miles.....	2½	90	8	72	86	30	8½	4½	60
25 and over 20 miles.....	3	1 00	9	80	96	30	9	5	65
30 and over 25 miles.....	3	1 10	9	88	1 06	30	9	5½	65
35 and over 30 miles.....	3½	1 20	9	96	1 15	35	9½	6	70
40 and over 35 miles.....	3½	1 30	10	1 04	1 25	35	9½	6½	70
45 and over 40 miles.....	4	1 40	10	1 12	1 34	40	10	7	75
50 and over 45 miles.....	4	1 45	10	1 16	1 39	40	10	7	75
55 and over 50 miles.....	4½	1 50	11	1 20	1 44	45	11	8	80
60 and over 55 miles.....	4½	1 50	11	1 20	1 44	45	11	8	80

NOTE 1.—Live Stock, carloads.
Rates on Live Stock, carloads, are subject to the following minimum weights, viz.:
Horses, Mules and Cattle.....20,000 pounds.
Hogs, single deck.....16,000 pounds.
Hogs, double deck.....22,000 pounds.
Sheep, single deck.....14,000 pounds.
Sheep, double deck.....18,000 pounds.

NOTE 2.—Articles taking Lumber rates:

Box Materials or Shooks, wooden, for the manufacture of packing cases or crates (not including cigar box material).	Heading Bolts, Hoops, wooden, Hoop Poles, Hop Poles, Kindling (manufactured of sawdust, pitch etc.).	Posts (wooden), fence, Shingles and Shingle Bolts, Siding.
Building Material (wooden), consisting of—	Kindling Wood, Laths(wooden), Logs (except woods of value),	Shooks, barrel, box, cask or hogshead.
Base Boards,	Lumber (except woods of value, cigar box material or other decorative lumber),	Spoke Timber, in the rough
Casings,	Paving Blocks(wooden),	Slabs (wooden),
Ceiling,	Pickets,	Staves and Stave Bolts,
Siding,	Piles,	Telegraph Cross Arms (without pins),
Flooring,		Telegraph and Telephone Poles.
Moulding,		Ties (wooden), cross,
Wainscoting,		Timber, N. O. S.,
Cooperage Stock,		Wagon Material, in the rough.
Heading,		

NOTE 3.—Carload minimum on Wood:
When loaded in cars with marked carrying capacity of 50,000 pounds or less, 11 cords.
When loaded in cars with marked carrying capacity of over 50,000 pounds, 12 cords.
When cars contain more than above minima, excess will be charged for in proportion

THE CHESAPEAKE AND OHIO RAILWAY COMPANY.

Freight Tariff, revised to December 31, 1912.

Table of Rates No. 1.

CLASS RATES.

[illegible]

*Class "M" rates will also apply per ton 2,240 pounds on the articles so rated in Virginia Classification. Governed by Virginia Classification with Exception Sheet No. 3 thereto.

THE CHESAPEAKE AND OHIO RAILWAY CO.—CONTINUED.

COMMODITY RATES.

Table of Rates No. 2.

LIVE STOCK, CARLOAD.

DISTANCES.	IN CENTS PER 100 POUNDS. Minimum charge on C. L. shipments, \$5.00 per car.			
	Horses and Mules.	Cattle.	Hogs.	Sheep.
5 miles and under.....	6	4	4	4
10 and over 5 miles.....	7	5	5	5
15 and over 10 miles.....	8	6	6	7
20 and over 15 miles.....	9	7	7	7½
30 and over 20 miles.....	9½	7½	7½	8½
50 and over 30 miles.....	10½	8½	8½	10
60 and over 50 miles.....	12½	10½	10½	11½
70 and over 60 miles.....	14	12	12	13½
100 and over 70 miles.....	17	13	13	14½
125 and over 100 miles.....	19	15	15	15
150 and over 125 miles.....	20	16	16	16
170 and over 150 miles.....	21½	16½	16½	16½
200 and over 170 miles.....	23	18	18	18
230 and over 200 miles.....	25	20	20	20
270 and over 230 miles.....	27	20	20	20
300 and over 270 miles.....	30	20	20	20
360 and over 300 miles.....	32	20	20	20

Governed by the following carload minimum weights:

Horses and Mules when not exceeding twenty (20) head.....20,000 pounds.
For each Horse, Mule, Pony, or Colt in same car, in excess of 20 animals, 1,000 pounds additional.

Cattle.....20,000 pounds.
Cattle and Calves (partially double-deck cars).....22,000 pounds.
Cattle and Sheep (partially double-deck cars).....22,000 pounds

Hogs:
Single deck.....16,000 pounds.
Double deck.....22,000 pounds.

Sheep or Calves:
Single deck.....14,000 pounds.
Double deck.....18,000 pounds.

Shipments (except Horses and Mules) to be weighed and actual weights charged for, subject to minimum weights named above.

For cars of 40,000 pounds marked capacity, 7,000 brick.	NN	2	charge freight on a minimum of 10 cords; 50,000 pounds or 60,000 pounds, 11 cords; 80,000 pounds, 13 cords.
For cars of 80,000 pounds marked capacity, 9,000 brick.	BB	2	All stock cars, 10 cords; all flats, 12 cords.
For cars of 100,000 pounds marked capacity, 10,000 brick	BB	2	The measurements of a cord of wood referred to are as follows: 4 feet high, 4 feet wide, and 8 feet long, viz.: 128 cubic feet per cord. Forwarding agents should measure the wood after it is loaded on cars and bill shipments accordingly.
Building Material in mixed carload (see Note), consisting only of	II	2	34,000 pounds minimum weight 34,000
Brick, common or pressed, and the following wooden articles.	BB	2	be used in making lime
Balusters,	BB	2	34,000 pounds (applied to Eagle Mountain, Bridge and Staunton)
Bases,	BB	2	Fl
Baseboards,	BB	2	G
Blinds,	BB	2	Hulled Corn (except canned).
Capitals,	BB	2	Malt,
Casings,	BB	2	Middlings,
Columns,	BB	2	Mill Feed,
Doors,	BB	2	Roller Oats,
Frames, window and door,	BB	2	Roller Wheat,
Lath	BB	2	Rye Flour,
Carload minimum weight 17,000 pounds.	BB	2	Screenings,
Note.—This rating will not apply on straight or mixed carloads of Sash, Doors and Blinds only.	BB	2	Ship Stuffs,
Cake Salt	BB	2	Shorts,
Cement, building and not otherwise specified, C. L., minimum weight 40,000 pounds	BB	2	Gravel, C. L. minimum weight 40,000 pounds.
Charcoal (C. L. minimum weight 20,000 pounds)	BB	2	Gypsum
Cinders, brick, pyrites or mill, per gross ton 2,240 pounds, same as 2,000 pounds, C. L. minimum weight 40,000 pounds	BB	2	Hay, in bales, C. L. minimum 20,000 pounds
Clay, C. L. minimum weight 40,000 pounds	BB	2	Ice, C. L. minimum 24,000 pounds
Coal, anthracite or bituminous	BB	2	Iron and Scrap Tin, C. L. minimum and Old Rails, C. L. minimum
Coal Tar	BB	2	Iron, Bones and Scrap Iron
Coppers	BB	2	Minimum weight 24,000 pounds
Cresote, in wood	BB	2	barrel, estimated weight 185
Drain Tile, Earthen Chimney or Flue Tops, Pipe Bonnets, or Flue Cocks, Fire Tile	BB	2	C. L. minimum 24,000 pounds
Feldspar, C. L. minimum weight 40,000 pounds	BB	2	one.
Fertilizer	BB	2	of rates No 2.
Fertilizer Material	BB	2	Manure, C. L. minimum 40,000 pounds.
Fodder, in bales, C. L. minimum weight 20,000 pounds.	BB	2	Marl
Forest Products as follows:	BB	2	Paving Blocks, street
	BB	2	Phosphates
	BB	2	Pitch, in barrels
	BB	2	Plaster of Paris, stucco or adamant
	BB	2	Plaster, wall C. L. minimum weight 40,000 pounds
	BB	2	
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THE CHESAPEAKE AND OHIO RY. CO.—LIST OF COMMODITIES ON WHICH TABLE OF RATES No. 3 APPLIES—
CONTINUED.

ARTICLES	CLASS	NOTE	ARTICLES	CLASS	NOTE
Plaster, calcined, C. L. minimum weight 30,000 pounds....	AA	2			
Plaster, land or lump	MM	2			
Pulp, paper, straw or wood	CC	1			
Rock, lime, ground or pulverized, for agricultural pur- poses, C. L. minimum weight 24,000 pounds....	MM	2			
Rosin, in barrels....	CC	.....		
Salt.....	BB	2			
Sand, C. L. minimum weight 40,000 pounds....	OO	2			
Sassafras Roots	AA	1			
Sawdust.....	DD	2			
	DD	.....		
	DD	1			
	DD	2			
	LL	.....		
	DD	.....		
	CC	2			
	CC	2			
	CC	2			
	CC	2			
Soda Ash					
Soda, caustic, in iron casks..					

these rates in bills of lading or way-bills, but if product is to be reshipped, agent at destination after mat-
erially, based on Class HH for the Logs and Unseasoned Stock and Material, and Class EE for the Stick Bark.
it will not apply on shipments destined to points on connecting lines.

or more, will be accepted at the current Class CC rates. Less than the above quantity, if shipped loose,

bulk: less than carload rates apply on shipments in barrels.

on Walnut and Cherry Logs and Walnut and Cherry Lumber, but will not apply on Woods of value, Cigar

THE CHESAPEAKE AND OHIO RAILWAY CO.—COMMODITY RATES
—CONTINUED.

Table of Commodity Rates No. 3.

Minimum charge on carload shipments, \$5.00 per car.

DISTANCES.	RATES IN DOLLARS AND CENTS.									
	AA		BB		CC		DD		EE	FF
	Per ton of 2,000 lbs.		Per ton of 2,000 lbs.		Per ton of 2,000 lbs.		Per ton of 2,000 lbs.		Per ton 2,000 lbs.	Per cu. 128 cu. feet.
	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	CL
5 miles and under.....	50	80	35	35	50	80	35	70	60	75
10 and over 5 miles.....	60	80	35	35	50	80	35	70	60	80
11 and over 10 miles.....	70	88	38	38	60	85	45	70	70	85
12 and over 11 miles.....	70	88	42	42	60	85	45	70	70	85
13 and over 12 miles.....	70	1 00	46	46	65	90	45	85	70	85
14 and over 13 miles.....	70	1 00	50	50	65	90	45	85	70	85
15 and over 14 miles.....	70	1 00	54	54	70	1 00	45	85	70	85
16 and over 15 miles.....	80	1 20	57	57	70	1 10	50	90	70	90
17 and over 16 miles.....	80	1 20	60	60	75	1 10	50	90	70	90
18 and over 17 miles.....	80	1 20	64	64	75	1 10	50	90	70	90
19 and over 18 miles.....	80	1 50	68	68	80	1 20	50	90	70	90
20 and over 19 miles.....	80	1 50	70	70	80	1 20	50	90	70	90
25 and over 20 miles.....	90	1 65	75	90	85	1 40	55	1 00	75	95
30 and over 25 miles.....	1 00	2 00	90	1 08	90	1 60	60	1 10	75	1 00
35 and over 30 miles.....	1 10	2 20	1 00	1 20	95	1 60	65	1 20	80	1 05
40 and over 35 miles.....	1 10	2 20	1 10	1 30	1 00	1 70	70	1 25	80	1 10
45 and over 40 miles.....	1 20	2 40	1 20	1 45	1 05	1 75	75	1 35	85	1 15
50 and over 45 miles.....	1 20	2 40	1 20	1 45	1 10	1 90	80	1 45	85	1 20
55 and over 50 miles.....	1 25	2 60	1 30	1 55	1 15	1 90	85	1 55	90	1 25
60 and over 55 miles.....	1 25	2 60	1 30	1 55	1 20	1 90	90	1 55	90	1 30
65 and over 60 miles.....	1 30	2 80	1 40	1 70	1 20	1 90	1 00	1 55	95	1 30
70 and over 65 miles.....	1 30	2 80	1 40	1 70	1 25	1 90	1 00	1 55	95	1 35
75 and over 70 miles.....	1 40	2 80	1 45	1 75	1 25	1 90	1 05	1 55	1 00	1 35
80 and over 75 miles.....	1 40	2 80	1 45	1 75	1 25	1 90	1 10	1 55	1 00	1 40
85 and over 80 miles.....	1 50	3 00	1 50	1 80	1 30	1 90	1 15	1 55	1 10	1 40
90 and over 85 miles.....	1 50	3 40	1 50	1 80	1 30	1 90	1 20	1 55	1 10	1 40
95 and over 90 miles.....	1 60	3 40	1 60	1 90	1 30	1 90	1 25	1 55	1 20	1 40
100 and over 95 miles.....	1 60	3 60	1 60	1 90	1 30	1 90	1 30	1 60	1 20	1 40
105 and over 100 miles.....	1 70	3 60	1 70	2 05	1 35	1 90	1 35	1 65	1 30	1 50
110 and over 105 miles.....	1 70	3 80	1 70	2 05	1 40	1 90	1 35	1 65	1 30	1 50
115 and over 110 miles.....	1 80	4 00	1 75	2 10	1 45	1 90	1 35	1 65	1 40	1 50
120 and over 115 miles.....	1 80	4 20	1 75	2 10	1 50	1 90	1 35	1 65	1 40	1 50
125 and over 120 miles.....	1 90	4 40	1 80	2 15	1 55	1 90	1 40	1 70	1 50	1 50
130 and over 125 miles.....	1 90	4 40	1 80	2 15	1 55	1 90	1 40	1 70	1 50	1 50
140 and over 130 miles.....	2 00	4 40	1 80	2 15	1 65	2 00	1 45	1 80	1 60	1 50
145 and over 140 miles.....	2 00	4 60	1 80	2 15	1 75	2 15	1 50	1 85	1 65	1 50
150 and over 145 miles.....	2 00	4 60	1 80	2 15	1 85	2 15	1 50	1 85	1 65	1 50
160 and over 150 miles.....	2 10	4 60	1 95	2 35	1 85	2 25	1 55	1 90	1 65	1 60
165 and over 160 miles.....	2 20	4 80	2 00	2 40	1 95	2 40	1 55	1 90	1 70	1 60
170 and over 165 miles.....	2 30	4 80	2 00	2 40	1 95	2 40	1 60	1 95	1 70	1 60

THE CHESAPEAKE AND OHIO RAILWAY CO.—TABLE OF COMMODITY
RATES No. 3—CONTINUED.

Minimum charge on carload shipments, \$5.00 per car.

DISTANCES.	RATES IN DOLLARS AND CENTS.									
	AA		BB		CC		DD		EE	FF
	Per ton of 2,000 lbs.		Per ton of 2,000 lbs.		Per ton of 2,000 lbs.		Per ton of 2,000 lbs.		Per ton of 2,000 lbs.	Per cu. yd.
	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	CL
175 and over 170 miles.....	2 40	4 80	2 05	2 45	1 95	2 40	1 65	2 00	1 70	1 00
180 and over 175 miles.....	2 50	4 80	2 05	2 45	2 00	2 45	1 65	2 00	1 70	1 00
190 and over 180 miles.....	2 60	4 80	2 10	2 50	2 00	2 45	1 70	2 10	1 75	1 00
195 and over 190 miles.....	2 60	4 80	2 15	2 60	2 00	2 45	1 75	2 15	1 75	1 00
200 and over 195 miles.....	2 70	4 80	2 15	2 60	2 05	2 50	1 75	2 15	1 75	1 00
210 and over 200 miles.....	2 80	4 80	2 20	2 65	2 05	2 50	1 75	2 15	1 80	.....
220 and over 210 miles.....	2 80	4 80	2 20	2 65	2 05	2 50	1 80	2 20	1 80	.....
230 and over 220 miles.....	2 80	4 80	2 20	2 65	2 25	2 75	1 85	2 25	1 85	.....
240 and over 230 miles.....	2 90	4 80	2 40	2 90	2 30	2 80	1 90	2 30	1 85	.....
250 and over 240 miles.....	2 90	4 80	2 50	3 00	2 35	2 85	1 95	2 40	1 90	.....
260 and over 250 miles.....	3 00	4 80	2 60	3 10	2 40	2 90	2 00	2 45	1 90	.....
270 and over 260 miles.....	3 00	4 80	2 70	3 25	2 45	3 00	2 05	2 50	1 95	.....
280 and over 270 miles.....	3 00	4 80	2 80	3 35	2 50	3 05	2 10	2 55	1 95	.....
290 and over 280 miles.....	3 00	4 80	2 90	3 50	2 55	3 10	2 15	2 60	2 00	.....
300 and over 290 miles.....	3 00	4 80	2 90	3 50	2 60	3 15	2 20	2 70	2 00	.....
310 and over 300 miles.....	3 00	4 80	3 00	3 60	2 60	3 20	2 25	2 75	2 05	.....
320 and over 310 miles.....	3 00	4 80	3 00	3 60	2 65	3 30	2 30	2 80	2 05	.....
330 and over 320 miles.....	3 00	4 80	3 10	3 70	2 70	3 35	2 35	2 85	2 10	.....
340 and over 330 miles.....	3 00	4 80	3 40	3 70	2 75	3 40	2 40	2 90	2 10	.....
360 and over 340 miles.....	3 00	4 80	3 20	3 85	2 75	3 40	2 40	2 90	2 15	.....

MILES.	RATES IN DOLLARS AND CENTS.												
	GG	HH	II	JJ	KK	LL	MM		NN	OO		PP	QQ
	Per ton of 2,000 lbs.	Per ton of 2,000 lbs.	Per ton of 2,000 lbs.	Per 1,000 brick.	Rates in cents per 100 lbs.	Rates in cents per 100 lbs.	Per ton of 2,000 lbs.		Per 1,000 brick.	Gravel, Sand and Crushed Stone, per ton of 2,000 lbs.	"Class OO" material other than gravel, sand, crushed stone, per ton 2,000 lbs.	Per ton of 2,000 lbs.	Per ton of 2,000 lbs.
	CL	CL	CL	CL	CL	CL	CL	LCL	CL	CL	CL	CL	CL LCL
5 and under.....	50	40	1 20	50	3	5	28	34	63	25	30	40	50 50
10 and over 5.....	50	50	1 20	80	4	6	28	34	1 00	25	35	40	50 50
11 and over 10.....	60	55	1 60	90	4½	7	35	48	1 13	30	40	50	60 50
12 and over 11.....	60	55	1 60	90	4½	7	35	48	1 13	30	40	50	60 50
13 and over 12.....	60	55	1 60	90	4½	7	35	48	1 13	30	40	50	60 50
14 and over 13.....	60	55	1 60	90	4½	7	35	48	1 13	30	40	50	60 50
15 and over 14.....	60	55	1 60	90	4½	7	35	48	1 13	30	40	50	60 50
16 and over 15.....	60	65	1 60	90	4½	7	45	61	1 13	30	45	50	70 50
17 and over 16.....	60	65	1 60	90	4½	7	45	61	1 13	30	45	50	75 50
18 and over 17.....	60	65	1 60	90	4½	7	45	61	1 13	30	45	50	75 50
19 and over 18.....	60	65	1 60	90	4½	7	45	61	1 13	30	45	50	80 50
20 and over 19.....	60	65	1 60	90	4½	7	45	61	1 13	30	45	50	80 50
25 and over 20.....	70	70	2 00	1 00	5	8	50	72	1 25	35	50	55	85 1 00
30 and over 25.....	70	80	2 00	1 00	5	8	60	86	1 25	35	50	55	90 1 00
35 and over 30.....	80	85	2 20	1 20	5½	8½	65	96	1 50	40	55	60	95 1 45
40 and over 35.....	80	85	2 20	1 20	5½	8½	70	1 04	1 50	40	55	60	1 00 1 45
45 and over 40.....	80	95	2 40	1 40	6	9	75	1 16	1 75	45	60	65	1 05 1 45
50 and over 45.....	80	95	2 40	1 40	6	9	75	1 16	1 75	45	60	65	1 10 1 45

THE CHESAPEAKE AND OHIO RAILWAY CO.—TABLE OF COMMODITY
RATES No. 3—CONTINUED.

Minimum charge on carload shipments, \$5.00 per car.

RATES IN DOLLARS AND CENTS.															
MILES.	GG	HH	II	JJ	KK	LL	MM		NN	OO		PP	QQ		
	Per ton of 2,000 lbs.	Per ton of 2,000 lbs.	Per ton of 2,000 lbs.	Per 1,000 brick.	Rates in cents per 100 lbs.	Rates in cents per 100 lbs.	Per ton of 2,000 lbs.		Per 1,000 brick.	Gravel, Sand and Crushed Stone, per ton of 2,000 lbs.	"Class OO" Articles other than Gravel, Sand, Crushed Stone, per ton of 2,000 lbs.	Per ton of 2,000 lbs.	Per ton of 2,000 lbs.		
	CL	CL	CL	CL	CL	CL	CL	LCL	CL	CL	CL	CL	CL	LCL	
55 and over 50	90	1 00	2 60	1 60	6½	9½	80	1 24	2 00	50	60	70	1 15	1 55	
60 and over 55	90	1 00	2 60	1 60	6½	9½	80	1 24	2 00	50	60	70	1 20	1 55	
65 and over 60	90	1 10	2 80	1 70	7	10	85	1 36	2 13	55	60	75	1 20	1 90	
70 and over 65	90	1 10	2 80	1 70	7	10	85	1 36	2 13	55	60	75	1 25	1 90	
75 and over 70	1 00	1 15	3 00	1 80	7½	10½	95	1 40	2 25	60	65	80	1 25	1 90	
80 and over 75	1 00	1 15	3 00	1 80	7½	10½	95	1 40	2 25	60	65	80	1 25	1 90	
85 and over 80	1 00	1 25	3 20	1 90	8	11	1 00	1 44	2 38	65	70	85	1 30	1 90	
90 and over 85	1 00	1 25	3 20	1 90	8	11	1 00	1 44	2 38	65	70	85	1 30	1 90	
95 and over 90	1 00	1 30	3 40	2 00	8½	11½	1 05	1 52	2 50	70	75	90	1 30	1 90	
100 and over 95	1 00	1 30	3 40	2 00	8½	11½	1 05	1 52	2 50	70	75	90	1 30	1 90	
105 and over 100	1 10	1 40	3 60	2 10	9	12	1 10	1 64	2 63	75	75	95	1 35	1 90	
110 and over 105	1 10	1 40	3 60	2 10	9	12	1 10	1 64	2 63	75	75	95	1 40	1 90	
115 and over 110	1 20	1 45	3 80	2 20	9½	12½	1 15	1 68	2 75	75	80	95	1 45	1 90	
120 and over 115	1 20	1 55	3 80	2 20	9½	12½	1 15	1 68	2 75	75	80	95	1 50	1 90	
125 and over 120	1 20	1 55	4 00	2 30	10	13	1 20	1 72	2 88	77½	80	1 00	1 55	1 90	
130 and over 125	1 20	1 60	4 00	2 30	10	13	1 20	1 72	2 88	77½	80	1 00	1 55	1 90	
140 and over 130	1 30	1 60	4 20	2 40	10½	13½	1 25	1 72	3 00	80	85	1 00	1 65	2 00	
145 and over 140	1 30	1 70	4 40	2 50	11	14	1 30	1 72	3 13	85	90	1 05	1 75	2 15	
150 and over 145	1 30	1 70	4 40	2 50	11	14	1 30	1 72	3 13	85	90	1 05	1 85	2 15	
160 and over 150	1 40	1 75	4 60	2 55	11	14	1 35	1 88	3 19	85	90	1 05	1 85	2 25	
165 and over 160	1 40	1 75	4 80	2 60	11½	14½	1 40	1 92	3 25	87½	95	1 10	1 95	2 40	
170 and over 165	1 40	1 75	4 80	2 60	11½	14½	1 40	1 92	3 25	87½	95	1 10	1 95	2 40	
175 and over 170	1 50	1 75	5 00	2 65	11½	14½	1 45	1 96	3 31	90	95	1 10	1 95	2 40	
180 and over 175	1 50	1 75	5 00	2 65	11½	14½	1 45	1 96	3 31	90	95	1 10	2 00	2 45	
190 and over 180	1 50	1 80	5 20	2 70	11½	14½	1 50	2 00	3 38	95	95	1 15	2 00	2 45	
195 and over 190	1 60	1 85	5 40	2 75	11½	14½	1 50	2 08	3 44	1 00	1 00	1 15	2 00	2 45	
200 and over 195	1 60	1 85	5 40	2 75	11½	14½	1 50	2 08	3 44	1 00	1 00	1 15	2 05	2 50	
210 and over 200	1 70	2 00	5 60	2 85	12	15	1 50	2 12	3 56	1 05	1 05	-----	2 05	2 50	
220 and over 210	1 70	2 00	5 80	2 90	12	15	1 50	2 12	3 63	1 05	1 05	-----	2 05	2 50	
230 and over 220	1 80	2 00	5 80	3 00	12	15	1 50	2 12	3 75	1 05	1 05	-----	2 25	2 75	
240 and over 230	1 80	2 00	5 80	3 10	12	15	1 50	2 32	3 88	1 05	1 05	-----	2 30	2 80	
250 and over 240	1 80	2 00	5 80	3 20	12	15	1 50	2 40	4 00	1 10	1 10	-----	2 35	2 85	
260 and over 250	1 90	2 00	6 00	3 30	12	15	1 50	2 48	4 13	1 10	1 10	-----	2 40	2 90	
270 and over 260	1 90	2 00	6 00	3 40	12	15	1 50	2 60	4 25	1 10	1 10	-----	2 45	3 00	
280 and over 270	1 90	2 00	6 00	3 50	12	15	1 50	2 68	4 38	1 10	1 10	-----	2 50	3 05	
290 and over 280	2 00	2 00	6 00	3 60	12	15	1 50	2 80	4 50	1 15	1 15	-----	2 55	3 10	
300 and over 290	2 00	2 00	6 00	3 70	12	15	1 50	2 80	4 63	1 20	1 20	-----	2 60	3 15	
310 and over 300	2 10	2 00	6 00	3 80	12	15	1 50	2 88	4 75	1 25	1 25	-----	2 60	3 20	
320 and over 310	2 10	2 00	6 00	3 90	12	15	1 50	2 88	4 88	1 25	1 25	-----	2 65	3 30	
330 and over 320	2 10	2 00	6 00	4 00	12	15	1 50	2 96	5 00	1 30	1 30	-----	2 70	3 35	
340 and over 330	2 20	2 00	6 00	4 10	12	15	1 50	2 96	5 00	1 30	1 30	-----	2 75	3 40	
350 and over 340	2 20	2 00	6 00	4 20	12	15	1 50	3 08	5 00	1 30	1 30	-----	2 75	3 40	
360 and over 350	2 20	2 00	6 00	4 30	12	15	1 50	3 08	5 00	1 30	1 30	-----	2 75	3 40	

THE CHESAPEAKE AND OHIO RAILWAY CO.—COMMODITY RATES—
CONTINUED.

Table of Rates No. 4.

LIMESTONE, GROUND, FOR ACID SOIL TREATMENT, CARLOAD,
MINIMUM WEIGHT 60,000 POUNDS.

DISTANCES.	Rates per ton of 2,000 pounds.
10 miles and under.....	\$ 30
20 and over 10 miles.....	30
30 and over 20 miles.....	30
40 and over 30 miles.....	35
50 and over 40 miles.....	40
60 and over 50 miles.....	45
70 and over 60 miles.....	47
80 and over 70 miles.....	50
90 and over 80 miles.....	54
100 and over 90 miles.....	60
110 and over 100 miles.....	66
120 and over 110 miles.....	72
130 and over 120 miles.....	78
140 and over 130 miles.....	85
150 and over 140 miles.....	87½
160 and over 150 miles.....	90
170 and over 160 miles.....	92½
180 and over 170 miles.....	95
190 and over 180 miles.....	97½
200 and over 190 miles.....	1 00
205 and over 200 miles.....	1 02½
210 and over 205 miles.....	1 05
215 and over 210 miles.....	1 07½
220 and over 215 miles.....	1 10
225 and over 220 miles.....	1 12½
230 and over 225 miles.....	1 15
235 and over 230 miles.....	1 17½
240 and over 235 miles.....	1 20
245 and over 240 miles.....	1 22½
250 and over 245 miles.....	1 25
260 and over 250 miles.....	1 30
270 and over 260 miles.....	1 35
280 and over 270 miles.....	1 40
290 and over 280 miles.....	1 45
300 and over 290 miles.....	1 50
Over 300 miles.....	1 50

CHESAPEAKE WESTERN RAILWAY,

Freight Tariff, revised to December 31, 1912.

CLASS RATES.

DISTANCES.	Per 100 pounds.												Per bbl.	Per 100 lbs.		Per ton of 2,000 lbs.		Per carload of 20,000 lbs.		
	1	2	3	4	5	6	A	B	C	D	E	H	F	J	K	L	M	N	O	P
5 miles and under.....	12	10	8	7	5	4	4	5	4	4	4	10	8	5	3	50	80	10 00	8 00	6 00
10 and over 5 miles.....	13	11	9	8	6	5	5	6	5	5	5	11	10	6	4	60	80	12 00	8 00	7 00
15 and over 10 miles.....	16	13	11	9	7	6	6	7	6	6	6	13	12	7	5	70	90	15 00	10 00	8 00
20 and over 15 miles.....	18	16	12	10	8	7	6	8	6	6	6	16	12	8	5	80	90	15 00	10 00	9 00
25 and over 20 miles.....	19	17	13	11	9	8	7	8	7	7	7	17	14	8	6	90	1 00	17 00	12 00	10 00
30 and over 25 miles.....	21	18	14	12	9	8	7	9	7	7	7	18	14	9	6	1 00	1 00	18 00	12 00	11 00
35 and over 30 miles.....	23	19	16	13	10	9	8	11	8	8	8	19	16	10	6	1 10	1 10	20 00	14 00	11 00
40 and over 35 miles.....	25	20	17	14	10	9	8	11	8	8	8	20	16	10	6	1 20	1 10	21 00	14 00	11 00

Governed by Virginia Classification, with the following exceptions, viz.:
Household Goods and Old Furniture, value limited to \$5.00 per 100 pounds in case of loss or damage and so expressed in bill of lading, L. C. L..... CLASS .1
Poultry, live, in coops or crates, L. C. L., actual weight..... D-1

COMMODITY RATES.

Rates in cents per hundred pounds, except where otherwise indicated.

DISTANCES.	Apples green.		Brick common.	*Building material.	Coal, bituminous, and Coke.	†Fertilizer, per ton 2,000 lbs.		Grain.		
	Barrels and sacks, or bulk	Barrels.				Per 1,000 brick, C. L. min. 40,000 lbs.	C. L. min. 30,000 lbs.	Per 2,000 lbs. C. L. min. 30,000 lbs.	†Fertilizer, per ton 2,000 lbs.	Wheat shipped to mills on C. W. Ry., product to be reshipped over C. W. Ry.
	C. L. min. 24,000 lbs.	L. C. L.								
5 miles and under.....	3½	4	55	3	35	42	48	4	3	2.
10 and over 5 miles.....	4½	5	90	4	40	42	50	5	4	2.1
15 and over 10 miles.....	5	6	1 00	4	45	55	84	6	4½	2.5
20 and over 15 miles.....	5½	6	1 00	5	50	75	90	6	5	2.8
25 and over 20 miles.....	6	7	1 00	5	50	90	1 08	7	5½	3.2
30 and over 25 miles.....	6½	7	1 15	6	55	1 02	1 22	7	6	3.5
35 and over 30 miles.....	7	8	1 30	6	55	1 12	1 34	8	6½	3.8
40 and over 35 miles.....	7½	8	1 30	6	60	1 25	1 50	8	7	4.2

*Building Material, wood, in mixed carloads, rough or finished, viz.:
Balusters, Laths, Newels,
Base Boards, Lumber (including weather boarding, Sash (unglazed),
Blinds, flooring, ceiling, wainscoting), Scroll work,
Casings, Mantels, Shingles,
Doors, Moulding, Stair work.
Frames (door, window and screen door).
†Rates on Agricultural Lime and Land Plaster, 20 per cent. less than rates on Fertilizer.

CHESAPEAKE WESTERN RAILWAY—COMMODITY RATES—CONTINUED.

DISTANCES.	*Grain Products.	Iron Articles.	‡Lumber, Common, and articles taking same rates.		Salt, in sacks or barrels.		Sand.	Wood, cord, fuel, per cord of 128 cu. ft.
	C. L. min. 30,000 lbs.		C. L. min. 30,000 lbs.	L. C. L.	C. L. min. 20,000 lbs.	L. C. L.		
5 miles and under . . .	4	2½	2½	3½	3	3.6	2	80
10 and over 5 miles ..	4	3	3	4½	3½	4.2	2	85
15 and over 10 miles ..	5	3½	3½	5½	4	4.8	2	90
20 and over 15 miles ..	5	4	4	6	4½	5.4	2	95
25 and over 20 miles ..	6	4½	4½	6¾	5	6	2½	80
30 and over 25 miles ..	6	5	5	7½	5	6	3½	85
35 and over 30 miles ..	7	5½	5½	8½	5½	6.6	3¾	90
40 and over 35 miles ..	7	6	6	9	5½	6.6	4	95

*Grain Products in bulk, or in bulk in barrels or sacks, or in packages when packed in barrels or boxes, straight or mixed carload, as follows:

Bran.
Buckwheat Flour,
Corn Meal,
Cracked Wheat,
Flour made from grain,

Grits,
Ground Corn,
Hominy,
Middlings,

Mill Feed,
Screenings,
Ship Stuff,
Shorts,

‡Common Lumber. List of articles:

Bark, stick (minimum carload weight,
20,000 lbs.),
Barrel Shooks,
Billets,
Bill Stuff,
Boards,
Box Shooks,
Cooperage Stock,
Heading Bolts,
Hoops,

Hoop Poles,
Hop Poles,
Laths,
Logs,
Pickets (wooden),
Picture Backing,
Piles,
Posts,
Pump Tubing,
Slabs,

Spoke Timber, in the rough.
Shingles,
Shooks,
Stave Bolts,
Staves and Heading,
Telegraph Cross Arms,
Telegraph Poles,
Ties, railroad,
Wooden Paving Blocks.

CHESAPEAKE WESTERN RAILWAY—COMMODITY RATES—CONTINUED.

LIVE STOCK, CARLOADS.

DISTANCES.	RATES PER CAR REGARDLESS OF WEIGHT.				
	Horses and Mules or Cattle.	Calves and Sheep.		Hogs.	
		Single deck cars.	Double deck cars.	Single deck cars.	Double deck cars.
5 miles and under	\$ 9 10	\$ 8 37	\$ 7 28	\$ 7 28	\$ 10 00
10 and over 5 miles	10 40	7 28	8 32	8 32	11 44
15 and over 10 miles	11 70	8 19	9 36	9 36	12 87
20 and over 15 miles	13 00	9 10	10 40	10 40	14 30
25 and over 20 miles	14 30	10 00	11 44	11 44	15 73
30 and over 25 miles	15 60	10 92	12 48	12 48	17 16
35 and over 30 miles	16 25	11 38	13 00	13 00	17 88
40 and over 35 miles	16 90	11 83	13 52	13 52	18 59

The rates on mixed cars of Stock (properly partitioned or decked) are as follows:

Cattle and Calves in partially doubled decked cars, ten per cent. higher than rate on Cattle.

Cattle and Sheep in partially double decked cars, ten per cent. higher than rate on Cattle.

Cattle with Hogs, Sheep or Calves in single deck cars, same as Cattle.

Cattle and Hogs, in partially double decked cars, same as Hogs, double deck.

Horses and Cattle, same as Cattle.

Horses and Hogs or Sheep, same as Cattle.

Hogs and Calves or Hogs and Sheep or Hogs, Sheep and Calves, same as Hogs.

DANVILLE AND WESTERN RAILWAY COMPANY.

Freight Tariff, revised to December 31, 1912.

CLASS RATES.

DISTANCE.	Per 100 pounds.								Per bbl.	Per 100 lbs.	Per ton of 2,000 lbs.		Per carload of 20,000 lbs.			
	1	2	3	4	C	D	E	H	F	J	K	L	M	N	O	P
5 miles and under.....	15	12	10	8	5	5	7	8	10	8	5	80	75	8 00	8 00	7 00
10 and over 5 miles.....	18	15	13	10	7	6	9	10	14	8	5	70	75	8 00	8 00	7 00
15 and over 10 miles.....	21	18	15	13	8	6	11	13	15	10	6	80	85	10 00	9 00	8 00
20 and over 15 miles.....	24	21	18	16	9	8	14	16	18	13	6	90	95	10 00	9 00	9 00
25 and over 20 miles.....	27	24	21	18	10	9	15	18	20	15	6	1 00	1 15	11 00	10 00	10 00
30 and over 25 miles.....	30	27	23	19	12	9	16	19	20	15	7	1 10	1 25	11 00	11 00	10 00
35 and over 30 miles.....	33	29	25	20	12	9	17	20	20	16	7	1 20	1 35	14 00	13 00	11 00
40 and over 35 miles.....	35	31	27	21	12	9	18	21	20	16	7	1 20	1 35	14 00	13 00	12 00
45 and over 40 miles.....	37	33	28	22	14	10	18	22	25	16	8	1 30	1 40	16 00	15 00	13 00
50 and over 45 miles.....	39	34	29	23	14	10	19	23	25	16	8	1 30	1 40	16 00	15 00	13 00
55 and over 50 miles.....	41	36	30	24	15	13	20	24	25	18	8	1 40	1 50	18 00	17 00	15 00
60 and over 55 miles.....	42	37	31	25	15	14	21	25	26	18	8	1 40	1 50	18 00	17 00	15 00
65 and over 60 miles.....	43	38	32	26	17	15	22	26	30	18	9	1 50	1 60	18 00	17 00	15 00
70 and over 65 miles.....	44	39	33	27	18	16	23	27	30	18	9	1 50	1 60	18 00	17 00	15 00
75 and over 70 miles.....	44	39	33	27	18	16	23	27	30	18	9	1 50	1 60	18 00	17 00	15 00

Governed by Virginia Classification with Exception Sheet No. 1 thereto.

DANVILLE AND WESTERN RAILWAY COMPANY—CONTINUED.

COMMODITY RATES.

DISTANCES.	Bark, C. L. minimum 24,000 pounds, per 100 pounds.	Brick, C. L. minimum 9,000 brick, per 1,000 brick.	Fertilizer, C. L. minimum 20,000 pounds, per ton 2,000 pounds.	Hogheads, empty, and Tierces to be filled with tobacco for reshipment, applicable between all stations.	Limestone, ground, C. L. minimum 40,000 pounds, per ton of 2,000 pounds.	Logs, minimum, oak, locust, hickory, red, gum and ash, C. L.; locust, minimum weight per 100 pounds.	Logs, pine, C. L. minimum 40,000 pounds.	Lumber and articles taking lumber rates (see Note below), C. L. minimum 30,000 pounds, per 100 pounds.	Poplar Pulp Wood, C. L. minimum 30,000 pounds, per 100 pounds.	Wood, chestnut, C. L. minimum 30,000 pounds, per ton 2,000 pounds.	Wood, fire, C. L. minimum 10 cords, per cord.
5 miles and under.....	3	50	80	12	25	3	3	3	3	45	85
10 and over 5 miles.....	3	80	1 00	15	25	3	3	3	3	45	85
15 and over 10 miles.....	3	90	1 20	18	25	3	3	3	3	55	85
20 and over 15 miles.....	3	95	1 20	21	40	3	3	3	3	55	85
25 and over 20 miles.....	4	1 00	1 30	24	45	3	3	3	3	55	1 00
30 and over 25 miles.....	4	1 10	1 30	27	50	3	3	3	3	55	1 00
35 and over 30 miles.....	4	1 20	1 25	29	55	3	3	3	3	55	1 00
40 and over 35 miles.....	4	1 20	1 25	29	60	3	3	3	3	60	1 00
50 and over 40 miles.....	4	1 40	1 40	31	65	3	3	3	3	65	1 10
60 and over 50 miles.....	4	1 60	1 40	37	70	3	3	3	3	70	1 10
75 and over 60 miles.....	5	1 70	1 40	39	70	4	3	3	3	75	1 10

Note.—List of articles taking lumber rates, when in carloads:

Base Boards,	Lumber, not otherwise specified,
Ceiling,	Piles,
Casings,	Posts,
Cooperage Stock, not otherwise specified,	Shingles,
Flooring,	Shingle Bolts,
Heading and Heading Bolts,	Shooks, barrel, cask or hoghead,
Hoops, not otherwise specified,	Spoke Lumber, in the rough,
Hoops and Hoop Poles,	Staves and Stave Bolts,
Logs, not otherwise specified,	Telegraph Cross Arms, without pins,
Lumber, except cigar box material and decorative lumber.	Telegraph and Telephone Poles,

Empty Chicken Coops, Egg and Butter Crates returned to original shipping point after having been received filled:

Chicken Coops and Egg Crates..... 5c each.

Butter Crates..... 10c each.

Applicable between all stations.

GREAT FALLS AND OLD DOMINION RAILROAD COMPANY.

See Washington and Old Dominion Railway.

INTERSTATE RAILROAD COMPANY.

Freight Tariff, revised to December 31, 1912.

CLASS RATES.

Applicable between all stations on Norton Division.
(Appalachia to Norton, inclusive).

DISTANCES.	Per 100 pounds.												Per bbl.	Per 100 lbs.		Per ton of 2,000 lbs.		Per carload of 20,000 lbs.		
	1	2	3	4	5	6	A	B	C	D	E	H	F	J	K	L	M	N	O	P
5 miles and under.....	11	9	7	6	5	4	4	5	4	4	5	5	9	5	3	50	70	9 00	9 00	9 00
10 and over 5 miles.....	11	9	8	7	6	5	5	5	4	4	5	5	9	5	3	50	70	10 00	10 00	10 00
15 and over 10 miles.....	11	9	8	7	6	5	5	5	4	4	5	5	9	5	3	50	70	11 00	11 00	11 00

Governed by Virginia Classification with Exception Sheet No. 7 thereto.

COMMODITY RATES.

Applicable between all stations, Norton Division.
(Appalachia to Norton, inclusive.)

BRICK, COMMON, CARLOADS, MINIMUM WEIGHT 24,000 POUNDS.
2 cents per 100 pounds.

COAL AND COKE, CARLOADS, MINIMUM WEIGHT, 30,000 POUNDS.
25 cents per ton of 2,000 pounds.

LUMBER, CARLOADS, MINIMUM WEIGHT 30,000 POUNDS.
3 cents per 100 pounds.

LOUISVILLE AND NASHVILLE RAILROAD COMPANY.

Freight Tariff, revised to December 31, 1912.

CLASS RATES.

DISTANCES.	Per 100 pounds.												Per bbl.	Per 100 lbs.		Per ton of 2,000 lbs.		Per carload of 20,000 lbs.		
	1	2	3	4	5	6	A	B	C	D	E	H	F	J	K	L	M	N	O	P
5 miles and under.....	12	10	8	7	6	5	5	6	5	5	6	6	10	6	3	60	80	10 00	10 00	10 00
10 and over 5 miles.....	12	10	9	8	7	6	6	6	5	5	6	6	10	6	3	60	80	10 00	10 00	10 00
20 and over 10 miles.....	20	16	13	11	9	8	7	8	7	7	9	11	14	10	5	1 00	90	14 00	14 00	14 00
30 and over 20 miles.....	26	20	15	13	11	10	8	10	9	8	11	15	18	13	6	1 20	1 00	18 00	16 00	16 00
40 and over 30 miles.....	30	24	18	15	13	10	9	10	10	9	13	19	20	14	6	1 20	1 10	20 00	18 00	18 00
50 and over 40 miles.....	34	28	20	16	14	10	10	11	11	10	14	22	22	15	7	1 40	1 20	22 00	20 00	20 00
60 and over 50 miles.....	37	29	22	18	15	11	11	12	12	11	15	24	24	16	8	1 60	1 20	24 00	22 00	22 00
70 and over 60 miles.....	40	32	24	19	16	11	11	13	13	12	16	26	26	17	8	1 60	1 25	26 00	22 00	22 00

Governed by Virginia Classification with Exception Sheet No. 7 thereto.

LOUISVILLE AND NASHVILLE RAILROAD COMPANY—CONTINUED.

COMMODITY RATES.

DISTANCES.	COMMODITY RATES.									
	Brick, common and paving, straight carloads, min. wt. 30,000 lbs. per 100 lbs.	Brick, pressed, C. L. min. weight 40,000 lbs. per 100 lbs.	Cement, Lime and Wall Plaster, straight or mixed carloads, min. weight 30,000 lbs. per 100 lbs.	Coal, C. L. min. weight 24,000 lbs. per ton 2,000 lbs.	Fertilizers, C. L. min. wt. 30,000 lbs.; Cotton Seed Meal and Cake, straight or mixed carload, min. wt. 30,000 lbs.; Cotton Seed Hulls, C. L. min. wt. 24,000 lbs.; per ton 2,000 lbs.	Gravel, carload, min. weight 30,000 lbs. per 100 lbs.	Live Stock, C. L.		Sand, C. L. min. weight 30,000 lbs.	Stone, rough quarried, broken, crushed, rubble and ballast, straight carloads, min. weight 30,000 lbs., per 100 lbs.
5 miles and under...	2	3	3	60		2	Except Hogs, S. D. and D. D., and Sheep, D. D., per car.	Hogs, S. D.; Sheep, D. D., car.		
10 and over 5 miles	2 1/2	3 1/2	3 1/2	60		2 1/2			2 1/2	2 1/2
15 and over 10 miles	2 1/2	3 1/2	4	90		2 1/2			2 1/2	2 1/2
20 and over 15 mi/ea.	2 1/2	3 1/2	5	90		2 1/2			2 1/2	2 1/2
25 and over 20 miles..	3	4	5	1 05		3			3	3 1/2
30 and over 25 miles	3	4	5	1 05		3			3	3
35 and over 30 miles..	3	4	5	1 20		3			3	3
40 and over 35 miles..	3	4	5	1 20		3			3	3
45 and over 40 miles..	3	4	5	1 25		3			3	3
50 and over 45 miles	3 1/2	4 1/2	5	1 25		3 1/2			3 1/2	3 1/2
55 and over 50 miles	3 1/2	4 1/2	5 1/2	1 35		3 1/2			3 1/2	3 1/2
60 and over 55 miles..	3 1/2	4 1/2	5 1/2	1 35		3 1/2			3 1/2	3 1/2
65 and over 60 miles..	3 1/2	4 1/2	5 1/2	1 45		3 1/2			3 1/2	3 1/2
70 and over 65 miles..	4	5	6	1 45		4			4	4

MARION AND RYE VALLEY RAILWAY COMPANY.

Freight Tariff, revised to December 31, 1912.

CLASS RATES.

DISTANCES.	Per 100 pounds.												Per bbl.	Per 100 lbs.		Per ton of 2,000 lbs.		Per carload of 20,000 lbs.		
	1	2	3	4	5	6	A	B	C	D	E	H	F	J	K	L	*M	N	O	P
5 miles and under.....	9	8	7	6	5	4	4	5	5	5	5	6	10	6	4	80	80	10 00	8 00	8 00
10 and over 5 miles.....	10	10	10	10	9	8	8	9	9	9	9	10	12	10	8	1 00	1 00	12 00	10 00	10 00
20 and over 10 miles.....	10	10	10	10	9	8	8	9	9	9	9	10	12	10	8	1 00	1 00	12 00	10 00	10 00

*Class "M" rates apply also per ton of 2,240 pounds on articles so rated in Virginia Classification. Governed by Virginia Classification.
The minimum charge for M. & R. V. Ry. on shipments to or from points on Virginia-Southern Railroad is 15 cents.

MARION AND RYE VALLEY RAILWAY COMPANY—CONTINUED.

COMMODITY RATES.

LIVE STOCK, CARLOADS.

DISTANCES.	RATES PER CAR REGARDLESS OF WEIGHT.					
	Horses and Mules.	Cattle.	Calves and Sheep		Hogs.	
			Single deck cars.	Double deck cars.	Single deck cars.	Double deck cars.
10 miles and under.....	16 00	14 00	9 80	12 60	11 20	15 40
20 and over 10 miles.....	20 00	16 00	11 20	14 40	12 80	17 60

The rates on mixed cars of stock (properly partitioned or decked) are as follows:
Cattle and Calves in partially double-decked cars, ten per cent. higher than rate on Cattle.
Cattle and Sheep in partially double-decked cars, ten per cent. higher than rate on Cattle.
Cattle with Hogs, Sheep or Calves, in single-deck cars, same as Cattle.
Cattle and Hogs, in partially double-decked cars, same as Hogs, double-decked.
Horses and Cattle, same as Horses.
Horses and Hogs, same as Horses.
Hogs and Calves, or Hogs and Sheep, or Hogs, Sheep and Calves, same as Hogs.

RATES IN CENTS PER 100 POUNDS UNLESS OTHERWISE SHOWN.

ARTICLES.	Distances 5 miles and under	Distances 20 miles and over 5 miles
Agricultural Machinery and Implements, C. L., 24,000 pounds minimum.	6	6
Bark, stick, tan, C. L. 20,000 pounds minimum, per ton of 2,000 pounds.	75	\$1 00
Bark, stick, tan, C. L., 20,000 pounds minimum (when for manufacture and reshipment over Marion & Rye Valley Railway), per ton of 2,000 pounds.	40	50
Billets, wood; Bolts, wood; Logs, unbarked; Small Timbers, C. L. 40,000 pounds minimum, per car of 40,000 pounds.	\$5 00	5 00
Brick, common, C. L. minima as follows (see Note), per 1,000 brick:		
Cars of—		
Capacity 60,000 pounds or less.....	50	90
Capacity 80,000 and over 60,000 pounds.....		
Capacity 100,000 and over 80,000 pounds.....		
Note.—When a car of certain capacity is ordered for loading and the railway company, for its own convenience furnishes a car of greater capacity, the carload minimum applicable to car of capacity ordered will be charged for, unless the number of brick loaded is greater than the prescribed carload minimum for car ordered, in which event charge will be made for actual number of brick loaded in car.		
Brick, fire; Clay; Cement; Cement Blocks; C. L. 30,000 pounds minimum	2½	5
Canned Goods, C. L. 24,000 pounds minimum.....	2½	5
Cement C. L.; see Brick, fire, etc.		
Clay, C. L.; see Brick, fire, etc.		
Coal and Coke, C. L. 30,000 pounds minimum, per ton of 2,000 pounds.	30	30
Eggs, C. L., 20,000 pounds minimum.....	2½	5
Feed, C. L.; see Grain and Grain Products.		
Fertilizers, viz.: Ashes; Bone Dust; Lime, agricultural; Plaster, land; Tankage and Guano, C. L. 24,000 lbs. minimum, per ton of 2,000 pounds.....	{ CL 35 LCL 85	CL 70 LCL 85
Flour, C. L.; see Grain and Grain Products.		
Fodder, C. L.; see Hay, etc.		
Fruit, dried, C. L., 30,000 pounds minimum.....	6	6

MARION AND RYE VALLEY RAILWAY CO.—COMMODITY RATES—
CONTINUED.

RATES IN CENTS PER 100 POUNDS UNLESS OTHERWISE SHOWN.

ARTICLES.	Distances 5 miles and under.	Distances 20 miles and over 5 miles.
Grain and Grain Products, viz.:		
Corn Meal, Grits, Feed, Flour, Hominy and Mill Offal, C. L., 30,000 pounds minimum.....	2½	5
Handles and Hubs, in the white, C. L. 24,000 pounds minimum.....	3½	3½
Hay, Straw, Shucks and Fodder, pressed in bales, C. L. 20,000 pounds minimum.....	4	7
Hominy, C. L.; see Grain and Grain Products.		
Hubs, in the white, C. L.; see Handles.		
Ice, C. L., 24,000 pounds minimum, per ton of 2,000 pounds.....	35	70
Iron and Steel articles, C. L., 24,000 pounds minimum, viz.:		
Bar Iron, Bolts, Castings, Chain, Nails, Pipe, Roofing, Scrap Iron, Spikes and Wire, also Wire Fencing.....	2½	5
Lime, agricultural, C. L.; see Fertilizers.		
Limestone, ground, for agricultural purposes, C. L., 60,000 pounds minimum per ton 2,000 lbs.....	35	35
Live Stock, C. L.; see separate table above.		
Logs, unbarked, C. L.; see Billets.		
Logs, saw (to be sawed into lumber for reshipment over Marion and Rye Valley Railway), C. L., regardless of weight, per car.....	\$ 2 50	\$ 2 50
Lumber and articles described below taking same rates (except Wood, Bolts; Logs, unbarked and sawed; Slabs, saw-mill and Small Timbers, as shown in separate items) C. L. 34,000 pounds minimum, viz.:		
Barrel Shooks, Logs, Shingles,		
Box Shooks, Pickets, wooden, Shooks,		
Box Stuff, Picture Backing, Stave Bolts,		
Cooperage Stock, Piles, Staves and Heading,		
Heading Bolts, Posts, Telegraph Cross-Arms,		
Hoops, Pump Tubing, Telegraph Poles,		
Hoop Poles, Slabs, Ties, railroad cross,		
Hop Poles, Spoke Timber in Timber,		
Laths, the rough, Wooden Paving Blocks.		
Oak, hemlock and spruce.....	3½	3½
Other kinds than oak, hemlock or spruce.....	3½	3½
Meal, corn; see Grain and Grain Products.		
Meal, cotton seed, C. L., 30,000 pounds minimum.....	2½	5
Mill Offal, C. L.; see Grain and Grain Products.		
Oil, C. L. 24,000 pounds minimum.....	2½	5
Ore, iron, C. L. 20 gross tons minimum, per gross ton of 2,240 pounds....	25	25
Ore, manganese, C. L. 20 gross tons minimum, per ton 2,240 pounds....	25	25
Pins, insulator, C. L., 34,000 pounds minimum.....	3½	3½
Pipe, sewer, C. L. 20,000 pounds minimum.....	2½	5
poultry, C. L. 20,000 pounds minimum, viz.:		
Chickens and Turkeys.....	2½	5
Rails, steel, C. L. 24,000 pounds minimum.....	4	4
Salt, C. L. 20,000 pounds, minimum.....	2½	5
Sand, C. L. 40,000 pounds minimum.....	1½	1½
Shucks, C. L.; see Hay, etc.		
Slabs, saw-mill, C. L. minimum as per Virginia Classification.....	2	2
Slate Roofing, C. L. 30,000 pounds minimum.....	2½	5
Straw, C. L.; see Hay, etc.		
Sugar, C. L. 24,000 pounds minimum.....	2½	5
Tile, drain, C. L. 20,000 pounds minimum.....	2½	5
Timbers, small, C. L.; see Billets.		
Vegetables, C. L. 24,000 pounds minimum, viz.:		
Cabbage and Potatoes.....	2½	5
Wood, extract and pulp, C. L. 30,000 pounds minimum, per car of 30,000 pounds.....	\$7 50	\$10 00
Wood, fire, C. L. ten cords minimum, per cord of 128 cubic feet.....	50	75
Wood, fire, C. L. (applicable only on shipments loaded in empty hopper cars returning home), per car, regardless of weight.....	\$5 00	\$5 00

NELSON AND ALBEMARLE RAILWAY COMPANY.

Freight Tariff, revised to December 31, 1912.

CLASS RATES.

DISTANCES.	Rates in cents per 100 pounds.												Rates in cents per bbl.	Rates in cents per 100 lbs.		Rates per ton 2,000 lbs.		Rates per carload of 20,000 lbs. excess over 20,000 lbs. to be charged for at proportionate rate.		
	1	2	3	4	5	6	A	B	C	D	E	H	F	J	K	L	*M	N	O	P
5 miles and under.....	12	10	8	6	5	4	3	5	5	5	5	6	10	6	3	50	60	7 00	7 00	5 00
10 and over 5 miles.....	16	12	10	8	6	5	4	6	6	6	6	8	12	8	4	60	70	8 00	8 00	6 00
20 and over 10 miles.....	20	16	12	10	7	6	4	6	6	6	6	9	12	9	4	70	80	12 00	9 00	7 00

Governed by Virginia Classification with Exception Sheet No. 3 thereto.
 *Class "M" rates also apply per ton, 2,240 pounds, on the articles so rated in Virginia Classification.
 Minimum charges—On all shipments 20 pounds and under, 15 cents.
 On all shipments over 20 pounds, 25 cents.

COMMODITY RATES.

Governed by the same Special Classification of commodities as shown for The Chesapeake and Ohio Railway Company on pages 436, 437 and 438 except on Chestnut Wood, carloads, Pulp Wood (pine and poplar) and on Fire Wood in four and eight foot lengths, on flat cars, for rates on which see below:

Minimum charge on carload shipments, \$5.00 per car.

DISTANCES.	RATES IN DOLLARS AND CENTS.									
	AA		BB		CC		DD		EE	FF
	Per ton of 2,000 lbs.		Per ton of 2,000 lbs.		Per ton of 2,000 lbs.		Per ton of 2,000 lbs.		Per ton 2,000 lbs.	Per cd. 128 cub. ft.
	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	CL
5 miles and under.....	50	80	35	35	50	80	35	70	60	75
10 and over 5 miles.....	60	80	35	35	50	80	35	70	60	80
11 and over 10 miles.....	70	88	38	38	60	85	45	70	70	85
12 and over 11 miles.....	70	88	42	42	60	85	45	70	70	85
13 and over 12 miles.....	70	1 00	46	46	65	90	45	85	70	85
14 and over 13 miles.....	70	1 00	50	50	65	90	45	85	70	85
15 and over 14 miles.....	70	1 00	54	54	70	1 00	45	85	70	85
16 and over 15 miles.....	80	1 20	57	57	70	1 10	50	90	70	90
17 and over 16 miles.....	80	1 20	60	60	75	1 10	50	90	70	90
18 and over 17 miles.....	80	1 20	64	64	75	1 10	50	90	70	90
19 and over 18 miles.....	80	1 50	68	68	80	1 20	50	90	70	90
20 and over 19 miles.....	80	1 50	70	70	80	1 20	50	90	70	90

NELSON AND ALBEMARLE RAILWAY COMPANY—COMMODITY
RATES—CONTINUED.

DISTANCES.	RATES IN DOLLARS AND CENTS.											
	GG	HH	II	JJ	KK	LL	MM		NN	OO	QQ	
	Per ton of 2,000 lbs.	Per ton of 2,000 lbs.	Per ton of 2,000 lbs.	Per 1,000 brick.	Rates in cents per 100 lbs.	Rates in cents per 100 lbs.	Per ton of 2,000 lbs.		Per ton of 2,000 lbs.	Per 1,000 brick.	Per ton of 2,000 lbs.	
	CL	CL	CL	CL	CL	CL	CL	LCL	CL	CL	CL	LCL
5 miles and under.....	50	40	1 20	50	3	5	28	34	63	30	50	72
10 and over 5 miles.....	50	50	1 20	80	4	6	28	34	1 00	35	50	80
11 and over 10 miles.....	60	55	1 60	90	4½	7	35	48	1 13	40	60	85
12 and over 11 miles.....	60	55	1 60	90	4½	7	35	48	1 13	40	60	85
13 and over 12 miles.....	60	55	1 60	90	4½	7	35	48	1 13	40	65	90
14 and over 13 miles.....	60	55	1 60	90	4½	7	35	48	1 13	40	65	90
15 and over 14 miles.....	60	55	1 60	90	4½	7	35	48	1 13	40	70	96
16 and over 15 miles.....	60	65	1 60	90	4½	7	45	61	1 13	45	70	96
17 and over 16 miles.....	60	65	1 60	90	4½	7	45	61	1 13	45	75	96
18 and over 17 miles.....	60	65	1 60	90	4½	7	45	61	1 13	45	75	96
19 and over 18 miles.....	60	65	1 60	90	4½	7	45	61	1 13	45	80	96
20 and over 19 miles.....	60	65	1 60	90	4½	7	45	61	1 13	45	80	96
DISTANCES.			Chicken Coops and Bread Baskets, empty.		Egg Crates, empty.		Calf Crates.		Beer Crates.			
20 miles and under.....			10 cents each.		5 cents each.		15 cents each.		15 cents each.			

LIVE STOCK, CARLOADS.

DISTANCES.	IN CENTS PER 100 POUNDS.			
	Minimum charge on C. L. shipments \$5.00 per car.			
	Horses and Mules.	Cattle.	Hogs.	Sheep.
5 miles and under.....	6	4	4	4
10 and over 5 miles.....	7	5	5	5
15 and over 10 miles.....	8	6	6	7
20 and over 15 miles.....	9	7	7	7½

Governed by the following carload minimum weights:
Horses and Mules when not exceeding (20) twenty head.....20,000 pounds.
For each Horse, Mule, Pony, or Colt, in same car, in excess of 20 animals, 1,000
pounds additional.
Cattle.....20,000 pounds.
Cattle and Calves, partially double-decked.....22,000 pounds.
Cattle and Sheep, partially double-decked.....22,000 pounds.
Hogs:
Single deck.....16,000 pounds.
Double-deck.....22,000 pounds.
Sheep or Calves:
Single deck.....14,000 pounds.
Double-deck.....18,000 pounds.
Shipments (except Horses and Mules) to be weighed and actual weight charged for,
subject to minimum weights named above.

NELSON AND ALBEMARLE RAILWAY CO.—COMMODITY RATES—
CONTINUED.

SOAPSTONE.

DISTANCES.	Soapstone, in blocks rough, (when for manufacture and shipment via N. & A. Ry.).	Soapstone, milled, knocked down and in slabs, between industries on N. & A. Ry. when for re- shipment via N. & A. Ry. C. L. mini- mum weight 40,000 pounds.	Soapstone, manu- factured and in slabs, any quan- tity.	Soapstone, block any quantity.
	Per standard block.	Per car.	Per 100 pounds.	Per 100 pounds.
20 miles and under.	\$1 00	\$3 00	7 cents.	5 cents.

CHESTNUT WOOD AND PULP WOOD (PINE AND POPLAR), CAR-
LOADS.

Carload minima:	
In cars of inside or platform measurement—	Minimum.
34 feet or less in length.....	11 cords.
36 feet and over 34 feet in length.....	12 cords.
38 feet and over 36 feet in length.....	13 cords.
Over 38 feet in length.....	14 cords.

DISTANCES.	Rates per cord of 128 cubic feet.
2 miles and under.....	36½ cents.
20 and over 2 miles.....	54½ cents.

WOOD, FIRE; IN FOUR AND EIGHT FOOT LENGTHS, WHEN ON
FLAT CARS, CARLOAD MINIMUM 10 CORDS.

DISTANCES.	Rate, per cord of 128 cubic feet.
5 miles and under.....	50 cents.
20 and over 5 miles.....	54½ cents.

NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD COMPANY.

Freight Tariff, revised to December 31, 1912.

CLASS AND COMMODITY RATES.

MILES.								Part 1			Part 2						Classification (see column below)		
	1	2	B	C	D	E	H		F	J		K	L	M	N	O	P	AA	BB	CC
1 to 4.....	11	10	6	6	6	6	7	10	7	8	70	75	12 00	10 00	10 00	85	70	65	
5 to 9.....	13	12	8	8	8	8	9	14	9	7	70	75	16 00	14 00	14 00	90	70	65	
10 to 14.....	15	13	8	8	8	8	11	14	11	7	75	80	16 00	14 00	14 00	95	75	65	
15 to 19.....	16	14	9	9	9	9	12	16	12	8	80	85	16 00	16 00	16 00	1 05	80	70	
20 to 24.....	17	15	10	10	10	10	13	18	13	9	85	95	20 00	18 00	18 00	1 10	85	70	
25 to 29.....	18	16	11	11	11	11	14	20	14	10	90	95	22 00	20 00	20 00	1 15	90	75	
30 to 34.....	19	18	11	11	11	11	15	20	15	10	95	1 05	22 00	20 00	20 00	1 20	95	75	
35 to 39.....	22	19	13	13	13	13	16	22	16	11	1 00	1 10	26 00	22 00	22 00	1 25	1 00	80	
40 to 44.....	24	21	14	14	14	14	16	22	16	11	1 05	1 15	28 00	22 00	22 00	1 30	1 05	85	
45 to 49.....	26	23	14	14	14	14	17	22	17	11	1 10	1 20	28 00	22 00	22 00	1 35	1 10	90	
50 to 54.....	27	24	14	14	14	14	18	22	18	11	1 15	1 25	28 00	22 00	22 00	1 40	1 15	95	
55 to 59.....	28	25	14	14	14	14	18	22	18	11	1 20	1 30	28 00	22 00	22 00	1 45	1 20	1 00	
60 to 64.....	29	25	14	14	14	14	18	22	18	11	1 25	1 35	28 00	22 00	22 00	1 50	1 25	1 00	
65 to 69.....	30	25	14	14	14	14	18	22	18	11	1 25	1 40	28 00	22 00	22 00	1 55	1 25	1 05	
70 to 74.....	30	27	14	14	14	14	18	22	18	11	1 30	1 45	28 00	22 00	22 00	1 60	1 30	1 10	
75 to 79.....	30	27	14	14	14	14	18	22	18	11	1 30	1 50	28 00	22 00	22 00	1 65	1 30	1 15	
80 to 84.....	30	27	14	14	14	14	18	22	18	11	1 35	1 50	28 00	22 00	22 00	1 70	1 35	1 15	
85 to 89.....	30	27	14	14	14	14	18	22	18	11	1 35	1 55	28 00	22 00	22 00	1 75	1 35	1 20	
90 to 94.....	30	27	14	14	14	14	18	22	18	11	1 45	1 65	28 00	22 00	22 00	1 80	1 45	1 25	

Governed by Virginia Classification with Exception Sheet No. 5 thereto.

NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD COMPANY—
CONTINUED.

SPECIAL CLASSIFICATION.
To Apply in connection with Classes AA, BB and CC shown above.

ARTICLES	CLASS	ARTICLES	CLASS
Brick, common.....	BB	Lumber and articles taking lumber	
Cord Wood (for fuel).....	CC	rates—Continued.	
Fertilizers.....	AA	Lumber.....	
Lumber and articles taking lumber		Pickets.....	
rates, viz.:		Rim Wood.....	
Bark.....		Shingles.....	
Cross-arms.....		Shingle Bolts.....	AA
Fence Posts.....		Spoke Billets, rough.....	
Fence Rails.....		Spoke Timber, rough.....	
Heading.....	AA	Staves.....	
Handle Wood.....		Stave Bolts.....	
Hoop Poles.....		Timber, except gum.....	
Laths.....		Pulp Wood.....	CC
Logs, except gum.....		Shells, oyster and clam.....	CC

GUM TIMBER AND LOGS, CARLOAD, MINIMUM WEIGHT 50,000
POUNDS.

DISTANCES.	Rate per 2,000 lbs.
1 to 15 miles.....	\$ 55
16 to 22 miles.....	60
23 to 30 miles.....	65
31 to 39 miles.....	70
40 to 47 miles.....	75
48 to 51 miles.....	80
52 to 58 miles.....	85
59 to 65 miles.....	90
66 to 72 miles.....	95
73 to 77 miles.....	1 00
78 to 87 miles.....	1 05
88 to 91 miles.....	1 10
92 to 95 miles.....	1 15

NORFOLK SOUTHERN RAILROAD COMPANY.

Freight Tariff, revised to December 31, 1912. —

CLASS RATES.

Governed by Virginia Classification with Exception Sheet No. 6 thereto.

COMMODITY RATES.

MILES.		Brick, common, C. L. min. 10,000 brick, per 1,000 brick.	Cotton, in bales, per 100 pounds.	Cotton Seed and Cotton Seed Hulls, per 2,000 pounds.	Fertilizers, C. L. minimum 20,000 lbs., per ton 2,000 lbs.	Household Goods, released, value limited to \$3.00 per 100 pounds, per car of 20,000 pounds.	Live Stock—Horses, Cattle, etc., C. L. minimum weight 20,000 lbs. per car	Logs, mill, pine, cypress, poplar, and gum, C. L. minimum standard flat cars, 4,000 feet, log cars, 2,000 feet; per 1,000 feet.	Lumber, Telegraph Poles, Cross Arms, Laths, Last Blocks, Holly Material, etc., C. L. minimum 20,000 lbs., per 2,000 lbs.	Molasses, in barrels or hogheads, per 100 pounds.	Oil, coal, per barrel.	Salt, C. L. minimum 20,000 pounds, per 2,000 pounds.	Wood, fire, C. L., loaded and unloaded by shipper, ten cords minimum, per cord.
Under 5 miles	1	90	9	80	40	5	5	1	40	4	26	40	56
5 and under 10 miles	1	90	9	80	50	5	5	1	55	5	25	50	60
10 and under 15 miles	1	100	9	70	80	7	5	1	60	5	30	60	70
15 and under 20 miles	1	110	11	80	75	10	5	1	70	5½	35	75	75
20 and under 30 miles	1	115	14	90	80	12	5	1	85	6¼	40	80	80
30 and under 50 miles	1	140	17	95	100	16	5	2	10	8	42	100	90
50 and under 70 miles	1	160	21	110	110	17	5	2	10	10	45	110	100

*On less than carload shipments, rates to be made 20 per cent. higher than above.

NORFOLK AND WESTERN RAILWAY COMPANY.

Freight Tariff, revised to December 31, 1912.

CLASS RATES.

DISTANCES	Per 100 pounds.									Per bbl.	Per 100 lbs.		Per ton 2,000 lbs.	Per ton 2,240 lbs.	Per carload of 20,000 lbs.		
	1	2	3	4	5	6	7	8	9		J	K			N	O	P
5 miles and under.....	12	10	8	7	6	5	4	3	2	12	7	5	1 00	1 00	12 00	10 00	10 00
10 and over 5 miles.....	16	12	10	8	7	6	5	4	3	16	8	6	1 20	1 20	14 00	12 00	12 00
20 and over 10 miles.....	20	15	12	10	8	7	6	5	4	20	10	7	1 40	1 40	16 00	14 00	14 00
30 and over 20 miles.....	24	18	15	13	9	8	7	6	5	24	12	8	1 60	1 60	18 00	16 00	16 00
40 and over 30 miles.....	28	22	18	14	10	9	8	7	6	28	14	9	1 80	1 80	20 00	18 00	18 00
50 and over 40 miles.....	32	26	20	16	11	10	9	8	7	32	15	10	2 00	2 00	22 00	20 00	20 00
60 and over 50 miles.....	34	28	22	18	12	11	10	9	8	34	16	11	2 20	2 20	24 00	22 00	22 00
70 and over 60 miles.....	36	30	24	19	13	11	10	9	8	36	17	11	2 40	2 40	26 00	24 00	24 00
80 and over 70 miles.....	38	32	26	21	14	12	11	10	9	38	18	12	2 60	2 60	28 00	26 00	26 00
90 and over 80 miles.....	40	34	28	22	15	12	11	10	9	40	19	12	2 80	2 80	30 00	28 00	28 00
100 and over 90 miles.....	42	36	29	23	16	13	12	11	10	42	20	13	3 00	3 00	32 00	30 00	30 00
110 and over 100 miles.....	44	38	31	25	18	14	13	12	11	44	21	13	3 20	3 20	34 00	32 00	32 00
120 and over 110 miles.....	46	39	32	26	17	14	13	12	11	46	22	14	3 40	3 40	36 00	34 00	34 00
130 and over 120 miles.....	47	40	33	26	17	14	13	12	11	47	23	14	3 60	3 60	38 00	36 00	36 00
140 and over 130 miles.....	48	41	33	26	18	14	13	12	11	48	23	15	3 80	3 80	40 00	38 00	38 00
150 and over 140 miles.....	49	42	33	26	18	14	13	12	11	49	23	15	4 00	4 00	42 00	40 00	40 00
160 and over 150 miles.....	49	42	33	26	18	14	13	12	11	49	23	15	4 20	4 20	44 00	42 00	42 00
170 and over 160 miles.....	50	43	34	27	19	15	14	13	12	50	24	15	4 40	4 40	46 00	44 00	44 00
180 and over 170 miles.....	50	43	34	27	19	15	14	13	12	50	24	15	4 60	4 60	48 00	46 00	46 00
190 and over 180 miles.....	51	43	34	27	19	15	14	13	12	51	24	15	4 80	4 80	50 00	48 00	48 00
200 and over 190 miles.....	51	44	35	28	19	15	14	13	12	51	24	15	5 00	5 00	52 00	50 00	50 00
210 and over 200 miles.....	52	44	35	29	19	15	14	13	12	52	24	15	5 20	5 20	54 00	52 00	52 00
220 and over 210 miles.....	53	45	36	29	20	16	15	14	13	53	25	16	5 40	5 40	56 00	54 00	54 00
230 and over 220 miles.....	54	46	36	29	20	16	15	14	13	54	25	16	5 60	5 60	58 00	56 00	56 00
240 and over 230 miles.....	55	46	37	30	21	17	16	15	14	55	26	17	5 80	5 80	60 00	58 00	58 00
250 and over 240 miles.....	57	47	37	30	21	17	16	15	14	57	26	17	6 00	6 00	62 00	60 00	60 00
260 and over 250 miles.....	58	48	38	30	22	18	17	16	15	58	27	18	6 20	6 20	64 00	62 00	62 00
270 and over 260 miles.....	59	49	38	30	22	18	17	16	15	59	27	18	6 40	6 40	66 00	64 00	64 00
280 and over 270 miles.....	60	50	39	31	23	19	18	17	16	60	28	19	6 60	6 60	68 00	66 00	66 00
290 and over 280 miles.....	61	50	39	31	23	19	18	17	16	61	28	19	6 80	6 80	70 00	68 00	68 00
300 and over 290 miles.....	62	51	40	32	24	20	19	18	17	62	29	20	7 00	7 00	72 00	70 00	70 00
310 and over 300 miles.....	64	52	40	32	25	20	19	18	17	64	30	21	7 20	7 20	74 00	72 00	72 00
320 and over 310 miles.....	65	53	41	33	25	21	20	19	18	65	30	21	7 40	7 40	76 00	74 00	74 00
330 and over 320 miles.....	66	54	41	33	26	21	20	19	18	66	31	21	7 60	7 60	78 00	76 00	76 00
340 and over 330 miles.....	67	54	42	34	26	22	21	20	19	67	31	22	7 80	7 80	80 00	78 00	78 00
350 and over 340 miles.....	68	55	42	34	27	22	21	20	19	68	32	22	8 00	8 00	82 00	80 00	80 00
360 and over 350 miles.....	69	56	43	34	27	23	22	21	20	69	32	23	8 20	8 20	84 00	82 00	82 00
370 and over 360 miles.....	70	57	43	34	28	23	22	21	20	70	33	23	8 40	8 40	86 00	84 00	84 00
380 and over 370 miles.....	72	58	44	35	28	24	23	22	21	72	34	24	8 60	8 60	88 00	86 00	86 00
390 and over 380 miles.....	73	58	44	35	29	24	23	22	21	73	34	24	8 80	8 80	90 00	88 00	88 00
400 and over 390 miles.....	74	59	45	36	29	25	24	23	22	74	35	25	9 00	9 00	92 00	90 00	90 00
Over 400 miles.....	75	60	45	36	30	25	24	23	22	75	35	25	9 20	9 20	94 00	92 00	92 00

Governed by Virginia Classification with Exception Sheet No. 4 thereto.

NORFOLK AND WESTERN RAILWAY COMPANY—CONTINUED.

COMMODITY RATES.

List of Articles taking rates shown in Commodity Rate Table No. 1.

ARTICLES.	Groups.	ARTICLES.	Groups.
<p>Ashes, coal or wood, C. L. 30,000 pounds minimum.....</p> <p>Same, L. C. L., not accepted. paving, cement or concrete, C. L. 40,000 pounds minimum</p> <p>skot.....</p> <p>10,000 pounds minimum.....</p> <p>Same, L. C. L., packed.....</p>	<p>NN</p> <p>II NN OO MM OO</p>	<p>Iron, pig, C. L., 25 gross tons minimum, unless marked capacity of car is less, in which case the minimum weight t in no case less minimum..... num</p> <p>minimum.....</p> <p>see Commodity</p> <p>..... also Commodity 34,000 pounds</p>	<p>JJ NN OO FF NN OO</p>
<p>Brick, viz.: Common, C. L., minimum as below (see Note below)..... When loaded in cars of Capacity 40,000 pounds, 8,000 brick. Capacity 60,000 pounds and over 40,000 pounds, 10,000 brick. Capacity 80,000 pounds and over 60,000 pounds, 14,000 brick. Capacity 100,000 pounds and over 80,000 pounds 16,000 brick.</p> <p>a car of certain capacity is ordered for the railway company, for its own con- urnishes a car of greater capacity, the minimum applicable to car of capacity or- be charged, unless the number of brick loaded is greater than the prescribed carload mini- mum for car ordered, in which event charge will be made for actual number of brick loaded in or on car, but in no case shall charges be less than for 8,000 brick.</p> <p>Fire, C. L. 40,000 pounds minimum..... Paved and pressed, C. L. 40,000 pounds minimum.....</p>	<p>LL</p> <p>FF II</p>	<p>minimum, viz.: Billets } Oak, hemlock, spruce and hickory..... Logs } Lumber, oak, hemlock and spruce..... Staves, oak, loose..... Ties (cross), oak, hemlock and spruce..... Barrel Shooks..... Billets, except oak, hemlock, spruce and hickory, Poets, Box Shooks, Piles, Box Stuff, Pump Tubing, Cooperage Stock, Saw Dust, Heading, Slabs, Heading Bolts, Spoke Timber in the Hoop Poles, rough, Hoop Poles, Shingles, Hop Poles, Shooks, Laths, Stave Bolts, Logs, except oak, hemlock, Staves, except oak, loose, spruce and hickory, Telegraph Cross Arms, Lumber, except oak, hemlock Ties (cross), except oak, and spruce, hemlock and spruce, Pickets (wooden), Timber, Picture Backing, Wooden Paving Blocks.</p>	<p>AA</p> <p>BB</p>

Balusters,	Laths,
Base Boards,	Lumber, rough or dressed,
Bases,	Mantels, plain,
Blinds,	Mouldings,
Brick, common or pressed,	Newel Posts,
Capitals,	Sash, glazed or unglazed.
Casings,	Scroll Work,
Columns,	Shingles,
Doors,	Stairwork,
Frames, window and door,	Wainscoting.
(Will not apply on straight or mixed carloads of Blinds, Doors and Sash only.)	
Cement, C. L. 40,000 pounds minimum..... .	
Cinders, C. L. 40,000 pounds minimum..... .	
Clay, viz.: Common, C. L. 40,000 pounds minimum .. .	
. . .	NN
. . .	OO
. . .	FF
. . .	MM
. . .	OO
. . .	FF
No. 4. viz.: ag and . . .	II
parked weight . . .	HH
. . .	HH
. . .	MM
. . .	OO
. . .	NN
. . .	OO
. . .	PP
. . .	CC
. . . { CL LCL	DD

Rate Table No. 7;
Rough Lumber (to be dressed or manufactured and pro-
ducts reshipped over N. & W. Ry.); see Commodity
Rate Table No. 8.

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY RATES
—CONTINUED.

Iron and Steel Articles on which Rates as per Groups "C C" and
"D D" apply.

Minimum carload weight 36,000 pounds, except where otherwise shown in
Notes F, G, H, and I below.

Angle.
Annealing Boxes, tops and bottoms, cast iron
or steel, in the rough, C. L.
Annealing Pots (iron or steel), C. L.
Arch Bars.
Arches, floor, corrugated, in sections, nested.
Axe Polls, in the rough.
Axles, new.
Axles, car, old, carloads, per gross 2,240 pounds
same as 2,000 pounds. (Note F.)
Band.
Bar (Note A).
Beams.
Billets, N. O. S.
*Billets, L. C. L.
*Billets, C. L., per gross ton 2,240 pounds,
same as 2,000 pounds (Note F).
Black Plate.
Blooms, N. O. S.
*Blooms, L. C. L.
*Blooms, C. L., per gross ton 2,240 pounds,
same as 2,000 pounds (Note F).
Boiler.
Boiler Flues, welded.
Bolts, bridge or barge, 12 inches or over in
length, loose.
Bolts, in boxes, kegs, or in bulk in gunny bags.
Bolts, lag, in boxes, kegs, or in bulk in gunny
bags.
Boring, iron or steel, C. L., per gross ton 2,240
pounds, same as 2,000 pounds (Note F).
Box Straps, in packages.
Brake Beams.
Brake Jaws, wrought iron.
Brake Shafts or Rods.
Brake Shoes.
Brick Bonds or Wall Ties, in boxes or barrels.
Bridge.
Bumpers.
Car Bolsters.
Car Bolster Bearings, in packages.
Car Bolster Caps.
Car Couplers.
Car Couplers Knuckles.
Car Sides, Ends, Floors and Carlines (car roof
supports), pressed steel.
Car Sills (pressed steel), riveted together in
underframes.
Car Stakes, pressed steel.
Car Stakes (tubular steel).
Car Truck Frames.
Car Wheel Tires (iron or steel).
Castings, C. L. (Note B).
Castings, each weighing 15 pounds or over
L. C. L. (Note B).
Castings, securely wired together, in bundles
weighing 15 pounds or over, per bundle L.
C. L. (Note B).
Castings, in barrels or boxes, L. C. L. (Note B).
Castings, in bulk in gunny bags, L. C. L.
(Note B).
Castings, malleable, same as Castings.
Castings, stove, in barrels, boxes, or in bulk in
gunny bags (Note C).
Cattle Guards.
Center Plates, car.

Chain Iron (not iron chain), in coils, L. C. L.
Chain Iron (not iron chain), in coils, C. L., per
gross ton 2,240 pounds, same as 2,000 pounds
(Note F).
Chain or Chain Cable, made of $\frac{1}{4}$ inch iron or
over, loose.
Chain or Chain Cable, in packages.
Chain or Chain Cable, loose, C. L.
Chain or Link Belting (iron or steel) in barrels.
Chain or Link Belting, when shipped in bun-
dles, wired together, weighing 15 pounds or
more, C. L.
Chairs, railroad.
Channels.
Cinder, C. L., per gross ton 2,240 pounds, same
as 2,000 pounds (Note F).
Columns.
Conduit Pipe, wrought iron.
Corner Irons, car.
Cotton Ties.
Cotton Tie Buckles, in barrels or boxes, L. C. L.
Cotton Tie Buckles, C. L.
Crop Ends, in packages, L. C. L.
Crop Ends, C. L., per gross ton 2,240 pounds,
same as 2,000 pounds (Note F).
Culverts, cast or wrought.
Culverts, corrugated or plain, K. D., nested.
Drawbars.
Drawheads.
Ferro-Manganese, L. C. L.
Ferro-Manganese, C. L., per gross ton 2,240
pounds, same as 2,000 pounds (Note F).
Ferro Silicon, L. C. L.
Ferro Silicon, C. L., per gross ton 2,240 pounds,
same as 2,000 pounds (Note F).
Fish Plates, railroad.
Fittings, pipe—(Note B).
Railway car (or parts) N. O. S., stamped,
pressed or forged; not put together, fitted,
painted, japanned, bronzed, coppered,
acid-coppered, plated, tinned or galvan-
ized: In boxes, barrels, or in bulk in gunny
bags; Loose, each weighing 15 pounds or
over; securely wired together in bundles,
weighing 15 pounds or over per bundle
(Note B).
Flumes, corrugated or plain, K. D., nested.
Forgings, same as Castings.
Frogs, railroad.
Frog Fillers.
Galvanizing Pots and Pans (iron or steel), C. L.
Girders.
Grate Bars.
Hay Bands, in bundles.
Hoop.
Hoops, wire, in bundles.
Horse, Mule or Ox Shoes, in boxes or kegs,
actual weight.
Ingot Moulds (Note G).
Ingots, L. C. L.
Ingots, C. L., per gross ton 2,240 pounds, same
as 2,000 pounds (Note F).
Journal Boxes and Covers, car.
Leaded Sheet Iron or Steel.
Links and Pins.
Locomotive Wheels and Tires.

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY RATES
—CONTINUED.

Iron and Steel Articles on which Rates as per Groups "C C" and
"D D" Apply.—Continued.

Minimum carload weight 36,000 pounds, except where otherwise shown in
Notes F, G, H, and I, below.

Locks, car coupler.	†Slabs, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).
Muck or Puddle Bars, L. C. L.	Slot Rails, old; same as Rails, old.
Muck or Puddle Bars, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).	Spiegel Iron or Spiegeleisen, L. C. L.
Nail Plates.	Spiegel Iron or Spiegeleisen, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).
Nails, in bulk in gunny bags.	Spikes, in boxes or kegs, actual weight.
Nails, in boxes or kegs, actual weight.	Spikes, harrow (or Teeth straight), in boxes, barrels, or in bulk in gunny bags.
Nails, horseshoe or finishing, in boxes.	Splices, railroad.
Nuts, in boxes, kegs, or in bulk in gunny bags.	Spring Plates, car.
Nut Locks, in packages.	Stake Pockets, car.
Pig Iron, L. C. L.	Staples, in boxes or kegs, L. C. L.
Piling, steel.	Staples, in boxes, kegs, or in bulk in gunny bags, C. L.
Pipe, cast, plain or porcelain lined (Note I).	Switches, Switch Points and Switch Stands, railroad.
Pipe, sheet-iron, cement lined, C. L.	Tack Plate.
Pipe, steel, riveted, not exceeding 4 feet in diameter, C. L.	Tank.
Pipe, wrought, not in coils.	Telegraph Poles.
Pipe Balls, in packages, L. C. L.	Telegraph Pole Steps, in boxes, kegs, or in bulk in gunny bags.
Pipe Balls, C. L.	Tie Plates, railroad.
Pipe Fittings.	Ties, railroad, L. C. L.
Plate, not including Armor Plate and Deck Plate for war vessels.	Ties, railroad, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).
Poles, Pole Irons and Mast Arms, electric light or railway.	Timber Dogs, C. L.
Rail Braces.	Timber Dogs, in packages, L. C. L.
Rail Joints.	Tinning Pots (iron or steel), C. L.
Rails, new or old, L. C. L.	Tin Plate Bars, L. C. L.
Rails, old, regardless of the purpose for which they are used, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).	Tin Plate Bars, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).
Railroad Crossings, iron or steel.	Tin Plate, or Teine Plate Scraps or Clippings, pressed in bales or bundles, or packed in barrels, C. L., per gross ton 2,240 pounds, same as 2,000 pounds; minimum weight 15 tons.
Rings (for protecting thread of iron pipe), in boxes, barrels or bundles, L. C. L.	Toe Calks, in boxes or kegs.
Rings (for protecting thread of iron pipe), C. L.	Trusses, roof, iron or steel.
Rivets, in boxes, kegs, or in bulk in gunny bags.	Tubing, in the rough.
Rods, tie (iron or steel).	Tubing, seamless, iron or steel.
Rods, Iron Sucker, C. L.	Turn Buckles, wrought iron truss.
Roofing.	Turnings, iron or steel, per gross ton 2,240 pounds, same as 2,000 pounds, C. L.
Sash Weights, in bundles, L. C. L.	Turn Tables.
Sash Weights, C. L.	Tuyeres.
Scale, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).	Washers, in boxes, kegs, or in bulk in gunny bags.
Scrap, in barrels or casks, L. C. L.	Wedges.
Scrap, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note H).	Wedges, tie plate, C. L.
Scrap Iron or Scrap Steel, L. C. L., shipped loose, when in pieces too large to be packed in barrels or casks.	Weights, elevator, in boxes or barrels, L. C. L.
Scrap Tin, C. L., per gross ton 2,240 pounds, same as 2,000 pounds; pressed in bales, minimum weight 15 tons. Loose, loaded in box, or stock cars only, minimum weight 20 tons.	Weights, elevator, loose, each weighing 15 pounds or over, L. C. L.
Shafting (not including Crank Shafts), unfinished, not key-seated or key-leaved, N. O. S.	Weights, elevator, securely wired together in bundles, weighing 15 pounds or over, per bundle, L. C. L.
Sheet, U. S. Standard Gauge No. 20 or higher (Note E).	Weights, elevator, C. L.
Sheet, corrugated.	Weights for folding beds, in crates or boxes.
Sheet, galvanized.	Wheels (car), old, loose or attached to axles, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).
Sheet Bars, L. C. L.	Wheels (car), new, attached to axles.
Sheet Bars, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).	Wheels (car), not attached to axles.
Shingle Bands, in bundles or barrels.	Wire, barb or fence.
Shovel Blanks.	Wire, binding, or Wire Ties.
Skelp.	Wire Box Straps, in packages.
†Slabs, L. C. L.	

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY RATES
—CONTINUED.

**Iron and Steel Articles on which Rates as per Groups "C C" and
"D D" Apply—Continued.**

Minimum carload weight 36,000 pounds, except where otherwise shown in
Notes F, G, H, and I, below.

Wire, galvanized or steel (not insulated or covered).
Wire (not coppered), in boxes, kegs, barrels, or casks (Note D).
Wire (iron or steel), coppered.
Wire Hay Bands, in bundles.
Wire Rods, in coils, unfinished, not drawn through a die, L. C. L.

Wire Rods, in coils, unfinished, not drawn through a die, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).
Wire, telegraph (not coppered, insulated or covered).
Wire, in bundles or coils (not coppered, insulated or covered). (Note D.)

*The rates on Billets and Blooms will apply only upon such unfinished materials as are intended to be re-rolled, and can be transported in open cars without damage from exposure to weather, and which are covered by the following description: Billets and Blooms, the combined measurement of the width of the four sides of each being not less than fourteen (14) inches; also Billets, in less sizes than the above named, provided they are square (not round, flat, or oval), the minimum size to be not less than one and one-quarter ($1\frac{1}{4}$) inches square, and the weight of each being not less than 150 pounds.

†The rates on Slabs will apply only upon such unfinished materials as are intended to be re-rolled, and can be transported in open cars without damage from exposure to weather, and which are covered by the following description: Slabs, rough, and unfinished, the combined measurement of the width of the four sides of each being not less than fourteen (14) inches and each slab to be not less than one and one-half ($1\frac{1}{2}$) inches in thickness.

NOTE A.—Will not apply on Bars, either square, round or otherwise shaped, on which any work has been done, except that of galvanizing, drawing, grinding, hammering or rolling.

NOTE B.—Applies only on articles not otherwise specified in the Classification and Exception Sheet governing, and when shipped in the rough and not fitted, painted, japanned, bronzed, coppered, acid coppered, plated, tinned or galvanized.

NOTE C.—Applies only on articles shipped in the rough and not fitted, painted, japanned, bronzed, coppered, acid coppered, plated, tinned or galvanized.

NOTE D.—Does not include Mattress Wire, woven, in rolls, crates, or casks.

NOTE E.—Will not apply upon crystallized, decorated, enameled, japanned, marbelized, nickel-plated, or planished Sheet Iron or Steel.

NOTE F.—Articles bearing reference to Note F will be subject to minimum carload weight of 25 gross tons, except when the marked capacity of the car is less, in which case the marked capacity of the car will be the minimum weight; but in no case is the minimum weight to be less than 15 gross tons.

NOTE G.—The minimum carload weight on Ingot Moulds will be 25 net tons, except when the marked capacity of car is less, in which case the marked capacity of car will be the minimum weight; but in no case is the minimum weight to be less than 15 net tons.

NOTE H.—Articles bearing reference to Note H, will be subject to minimum carload weight of 20 gross tons.

NOTE I.—When cars are loaded wholly with pipe, 18 inches or more in diameter, 24,000 pounds minimum; when cars are loaded wholly or in part with pipe less than 18 inches in diameter, 30,000 pounds minimum.

Unless otherwise specified, the rates established in connection with the Special Iron List are not to apply on the articles specified above in L. C. L. quantities, when shipped loose, weighing less than 10 pounds each, or in bundles weighing less than 10 pounds per bundle. Such shipments will be subject to rating of Classification and Exception Sheet governing.

The only articles entitled to the Special Iron List rates are those specifically mentioned above and shipped as herein provided, and such articles will not be taken at the Special Iron List rates when the same are not packed or put up for shipment as specifically provided herein.

Shippers will be required to specify in their shipping orders the number of pieces and packages in less than carload shipments of Iron and Steel Articles.

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY RATE
TABLE No. 1.—CONTINUED.

DISTANCES.	In cents per 100 pounds.							Per ton of 2,000 lbs.		Per 100 lbs.	Per 100 lbs.	Per ton 2,240 pounds.	Per cord 128 cubic feet.	Per 1,000 brick.	Per ton 2,000 pounds.				
	AA	BB	CC	DD	EE	FF	GG	HH		II	JJ	KK	LL	MM	NN	OO		PP	
								*	†							‡	§		
380 and over 370 miles	14	16	16	20	15	14	30	1 30	8	14	2 40	-----	4 50	3 30	1 60	3 17	3 96	2 70	
390 and over 380 miles	14	16	16	20	15	14	30	1 35	8	14	2 45	-----	4 60	3 40	1 60	3 26	4 08	2 75	
400 and over 390 miles	14	16	16	20	15	14	30	1 35	8	14	2 50	-----	4 70	3 40	1 60	3 26	4 08	2 80	
410 and over 400 miles	14	16	16	20	15½	15	30	1 35	8	14	2 50	-----	4 80	3 50	1 60	3 36	4 20	2 85	
420 and over 410 miles	14	16	16	20	15½	15	30	1 35	8	15	2 50	-----	4 90	3 50	1 60	3 36	4 20	2 90	
430 and over 420 miles	14	16	16	20	15½	15	30	1 40	8	15	2 50	-----	5 00	3 50	1 60	3 36	4 20	2 95	
440 and over 430 miles	14	16	16	20	15½	15	30	1 40	8	15	2 50	-----	5 10	3 50	1 60	3 36	4 20	3 00	
450 and over 440 miles	14	16	16	20	16	15	40	1 40	8	15	2 50	-----	5 20	3 50	1 60	3 36	4 20	3 05	
451 miles and over....	14	16	16	20	16	16	30	1 40	8	16	2 50	-----	5 30	3 50	1 60	3 36	4 20	3 10	

*The rates in this column under "Group HH" apply only on Gravel and Sand, carload.
†The rates in this column under "Group HH" apply on the articles in that group other than Gravel and Sand, carload.
‡The rates in this column under "Group OO" apply on Limestone Dust, Agricultural Lime, Ground Limestone and Land Plaster, less than carload.
§The rates in this column under "Group OO" apply on the articles in that group other than Limestone, Dust, Agricultural Lime, Ground Limestone and Land Plaster, less than carload.

Commodity Rate Table No. 2.

COAL, CARLOAD.

Minimum weights: Anthracite Coal, 30,000 pounds; Bituminous Coal, 40,000 pounds.

Rates per ton of 2,000 pounds.

DISTANCES.	Rate	DISTANCES.	Rate
10 miles and under.....	55	250 and over 240 miles.....	1 95
15 and over 10 miles.....	60	260 and over 250 miles.....	2 00
20 and over 15 miles.....	75	270 and over 260 miles.....	2 00
30 and over 20 miles.....	95	280 and over 270 miles.....	2 05
40 and over 30 miles.....	1 10	290 and over 280 miles.....	2 10
50 and over 40 miles.....	1 25	300 and over 290 miles.....	2 10
60 and over 50 miles.....	1 35	310 and over 300 miles.....	2 15
70 and over 60 miles.....	1 45	320 and over 310 miles.....	2 15
80 and over 70 miles.....	1 50	330 and over 320 miles.....	2 15
90 and over 80 miles.....	1 55	340 and over 330 miles.....	2 15
100 and over 90 miles.....	1 60	350 and over 340 miles.....	2 20
110 and over 100 miles.....	1 60	360 and over 350 miles.....	2 20
120 and over 110 miles.....	1 65	370 and over 360 miles.....	2 20
130 and over 120 miles.....	1 65	380 and over 370 miles.....	2 20
140 and over 130 miles.....	1 70	390 and over 380 miles.....	2 25
150 and over 140 miles.....	1 75	400 and over 390 miles.....	2 25
160 and over 150 miles.....	1 75	410 and over 400 miles.....	2 30
170 and over 160 miles.....	1 80	420 and over 410 miles.....	2 30
180 and over 170 miles.....	1 85	430 and over 420 miles.....	2 30
190 and over 180 miles.....	1 85	440 and over 430 miles.....	2 35
200 and over 190 miles.....	1 90	450 and over 440 miles.....	2 35
210 and over 200 miles.....	1 90	460 and over 450 miles.....	2 40
220 and over 210 miles.....	1 95	470 and over 460 miles.....	2 40
230 and over 220 miles.....	1 95	480 and over 470 miles.....	2 45
240 and over 230 miles.....	1 95	500 and over 480 miles.....	2 45

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY RATES
—CONTINUED.

Commodity Rate Table No. 3.

COKE, CARLOAD, MINIMUM WEIGHT 30,000 POUNDS.

DISTANCES.	Rate per ton of 2,000 lbs.	DISTANCES.	Rate per ton of 2,000 lbs.
10 miles and under.....	\$ 60	260 and over 250 miles.....	\$ 2 25
15 and over 10 miles.....	65	270 and over 260 miles.....	2 25
20 and over 15 miles.....	1 05	280 and over 270 miles.....	2 30
30 and over 20 miles.....	1 20	290 and over 280 miles.....	2 35
40 and over 30 miles.....	1 30	300 and over 290 miles.....	2 35
50 and over 40 miles.....	1 40	310 and over 300 miles.....	2 40
60 and over 50 miles.....	1 50	320 and over 310 miles.....	2 40
70 and over 60 miles.....	1 60	330 and over 320 miles.....	2 40
80 and over 70 miles.....	1 70	340 and over 330 miles.....	2 40
90 and over 80 miles.....	1 75	350 and over 340 miles.....	2 45
100 and over 90 miles.....	1 80	360 and over 350 miles.....	2 45
110 and over 100 miles.....	1 80	370 and over 360 miles.....	2 45
120 and over 110 miles.....	1 85	380 and over 370 miles.....	2 45
130 and over 120 miles.....	1 85	390 and over 380 miles.....	2 50
140 and over 130 miles.....	1 90	400 and over 390 miles.....	2 50
150 and over 140 miles.....	1 95	410 and over 400 miles.....	2 60
160 and over 150 miles.....	1 95	420 and over 410 miles.....	2 60
170 and over 160 miles.....	2 00	430 and over 420 miles.....	2 60
180 and over 170 miles.....	2 05	440 and over 430 miles.....	2 65
190 and over 180 miles.....	2 05	450 and over 440 miles.....	2 65
200 and over 190 miles.....	2 10	460 and over 450 miles.....	2 70
210 and over 200 miles.....	2 10	470 and over 460 miles.....	2 70
220 and over 210 miles.....	2 15	480 and over 470 miles.....	2 75
230 and over 220 miles.....	2 15	490 and over 480 miles.....	2 75
240 and over 230 miles.....	2 20	500 and over 490 miles.....	2 75
250 and over 240 miles.....	2 20		

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY RATES

—CONTINUED.

Commodity Rate Table No. 4.

GRAIN AND GRAIN PRODUCTS, CARLOAD,

AND

HAY, FODDER, SHUCKS AND STRAW, CARLOAD.

DISTANCES.	Grain and Grain Products, as per Note below, carloads, minimum weight 30,000 lbs.	Hay, Fodder, Shucks and Straw pressed in bales, carloads, minimum weight 20,000 lbs.
5 miles and under.....	3	5
10 and over 5 miles.....	4	6
20 and over 10 miles.....	4½	7
30 and over 20 miles.....	5	8
40 and over 30 miles.....	5½	8½
50 and over 40 miles.....	6	9
60 and over 50 miles.....	6½	9½
70 and over 60 miles.....	7	10
80 and over 70 miles.....	7½	10½
90 and over 80 miles.....	8	11
100 and over 90 miles.....	8½	11½
110 and over 100 miles.....	9	12
120 and over 110 miles.....	9½	12½
130 and over 120 miles.....	10	13
140 and over 130 miles.....	10½	13½
150 and over 140 miles.....	11	14
160 and over 150 miles.....	11	14
170 and over 160 miles.....	11½	14½
180 and over 170 miles.....	11½	14½
190 and over 180 miles.....	11½	14½
200 and over 190 miles.....	11½	14½
201 and over.....	12	15

Note.—Rates on Grain and Grain Products named above will apply on the following articles, viz:

Bran,	Hominy,	Middlings,
Brewers' Dried Grain,	Hulls, cotton seed, pressed	Mill Feed,
Flour,	in bales, or in bags, or in bulk,	Molasses Dried Grain,
Grain,	Meal, corn,	Ship-Stuff,
Grits,	Meal, cotton seed,	Shorts.

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY
RATES—CONTINUED.

Commodity Rate Table No. 5.

GROUND LIMESTONE, FOR ACID SOIL TREATMENT, CARLOAD,
MINIMUM WEIGHT 60,000 POUNDS.

DISTANCES.	Rates per ton of 2,000 pounds.
10 miles and under	30
20 and over 10 miles	30
30 and over 20 miles	30
40 and over 30 miles	35
50 and over 40 miles	40
60 and over 50 miles	45
70 and over 60 miles	47
80 and over 70 miles	50
90 and over 80 miles	54
100 and over 90 miles	60
110 and over 100 miles	66
120 and over 110 miles	72
130 and over 120 miles	78
140 and over 130 miles	85
150 and over 140 miles	87½
160 and over 150 miles	90
170 and over 160 miles	92½
180 and over 170 miles	95
190 and over 180 miles	97½
200 and over 190 miles	\$1 00
205 and over 200 miles	1 02½
210 and over 205 miles	1 05
215 and over 210 miles	1 07½
220 and over 215 miles	1 10
225 and over 220 miles	1 12½
230 and over 225 miles	1 15
235 and over 230 miles	1 17½
240 and over 235 miles	1 20
245 and over 240 miles	1 22½
250 and over 245 miles	1 25
255 and over 250 miles	1 27½
260 and over 255 miles	1 30
265 and over 260 miles	1 32½
270 and over 265 miles	1 35
275 and over 270 miles	1 37½
280 and over 275 miles	1 40
285 and over 280 miles	1 42
290 and over 285 miles	1 45½
295 and over 290 miles	1 47
300 and over 295 miles	1 50½
310 and over 300 miles	1 50
320 and over 310 miles	1 50
330 and over 320 miles	1 50
340 and over 330 miles	1 50
350 and over 340 miles	1 50
360 and over 350 miles	1 50
370 and over 360 miles	1 60
371 miles and over	1 60

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY RATES
—CONTINUED.

Commodity Rate Table No. 6.

LIVE STOCK, CARLOAD.

DISTANCES.	RATES PER CAR REGARDLESS OF WEIGHT.					
	Horses and Mules.	Cattle.	Calves and Sheep.		Hogs.	
			Single deck cars.	Double deck cars.	Single deck cars.	Double deck cars.
10 miles and under.....	\$16 00	\$14 00	\$ 9 80	\$12 60	\$11 20	\$15 40
20 and over 10 miles.....	20 00	16 00	11 20	14 40	12 80	17 60
30 and over 20 miles.....	22 00	18 00	12 60	16 20	14 40	19 80
40 and over 30 miles.....	24 00	20 00	14 00	18 00	16 00	22 00
50 and over 40 miles.....	26 00	22 00	15 40	19 80	17 60	24 20
60 and over 50 miles.....	28 00	24 00	16 80	21 60	19 20	26 40
70 and over 60 miles.....	30 00	26 00	18 20	23 40	20 80	28 60
80 and over 70 miles.....	32 00	27 00	18 90	24 30	21 60	29 70
90 and over 80 miles.....	34 00	28 00	19 60	25 20	22 40	30 80
100 and over 90 miles.....	36 00	29 00	20 30	26 10	23 20	31 90
110 and over 100 miles.....	38 00	30 00	21 00	27 00	24 00	33 00
120 and over 110 miles.....	40 00	31 00	21 70	27 90	24 80	34 10
130 and over 120 miles.....	42 00	32 00	22 40	28 80	25 60	35 20
140 and over 130 miles.....	43 00	33 00	23 10	29 70	26 40	36 30
150 and over 140 miles.....	44 00	34 00	23 80	30 60	27 20	37 40
160 and over 150 miles.....	45 00	35 00	24 50	31 50	28 00	38 50
170 and over 160 miles.....	46 00	36 00	25 20	32 40	28 80	39 50
180 and over 170 miles.....	47 00	37 00	25 90	33 30	29 60	40 70
190 and over 180 miles.....	48 00	38 00	26 60	34 20	30 40	41 80
200 and over 190 miles.....	48 00	38 00	26 60	34 20	30 40	41 80
210 and over 200 miles.....	50 00	40 00	28 00	36 00	32 00	44 00
220 and over 210 miles.....	51 00	41 00	28 70	36 90	32 80	45 10
230 and over 220 miles.....	52 00	42 00	29 40	37 80	33 60	46 20
240 and over 230 miles.....	54 00	44 00	30 80	39 60	35 20	48 40
250 and over 240 miles.....	56 00	46 00	32 20	41 40	36 80	50 60
260 and over 250 miles.....	58 00	48 00	33 60	43 20	38 40	52 80
261 and over.....	60 00	50 00	35 00	45 00	40 00	55 00

The rates on mixed cars of stock (properly partitioned or decked) are as follows:

Cattle and Calves in partially double-decked cars; ten per cent. higher than rate on Cattle.

Cattle and Sheep in partially double-deck cars (sheep to be separated from cattle by partition); 10 per cent. higher than cattle.

Cattle and Hogs, Sheep or Calves, in single-deck cars (hogs or sheep to be separated from cattle by partition); same as Cattle.

Cattle and Hogs, in partially double-deck cars (hogs to be separated from cattle by partition); same as Hogs, double-deck.

Horses and Cattle (horses to be separated from cattle by partition); same as Horses.

Horses and Hogs or Sheep, in single-deck or partially double-deck cars (hogs or sheep to be separated from horses by partition); same as Horses.

Hogs and Calves, or Hogs and Sheep, or Hogs, Sheep and Calves (see Note below); same as Hogs.

NOTE:—Only Sheep, Hogs or Calves (and only Calves small enough to stand erect on either deck free from contact with framing above) may be loaded in double deck cars. In loading mixed carloads of these animals, the Hogs must be kept separate from other animals by loading on different deck. Partitions will not be allowed in double deck cars.

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY
RATES—CONTINUED.

Commodity Rate Table No. 7.

MANUFACTURERS' RATES ON BILLETS AND LOGS,
CARLOAD, 50,000 POUNDS MINIMUM,

Unless marked capacity of car is less, in which case the minimum weight, will be the marked capacity of car.

Applicable between stations, Lynchburg and east thereof, including stations in the Durham District in Virginia and stations on Lynchburg Belt Line east of Terrell's.

DISTANCES.	Rates per 100 lbs.
10 miles and under.....	2 cents
20 and over 10 miles.....	2½ "
30 and over 20 miles.....	2½ "
40 and over 30 miles.....	2½ "
50 and over 40 miles.....	3 "
60 and over 50 miles.....	3½ "
70 and over 60 miles.....	3½ "
80 and over 70 miles.....	3½ "
90 and over 80 miles.....	4 "
100 and over 90 miles.....	4½ "

The switching charges of connecting lines at junction points will not be absorbed in the rates shown above on Billets and Logs, but will be in addition thereto, except that plants or industries located on the Norfolk and Portsmouth Belt Line Railroad north of the main line of the Norfolk and Western Railway will be accorded Norfolk rates.

Applicable as follows:

(a) Between stations in Virginia west of Lynchburg (including Shenandoah Division and Winston-Salem District and Lynchburg Belt Line, Terrell's and west thereof , between Lynchburg and West Virginia or North Carolina State Line.

(b) Between stations Falls Mills, Graham and on Clinch Valley Extension west of Graham.

(c) Between any station Lynchburg and east thereof, including Durham District in Virginia and Lynchburg Belt Line east of Terrell's

and

Any station west of Lynchburg, including Shenandoah Division and Winston-Salem District, between Lynchburg and West Virginia or North Carolina State Line; also Lynchburg Belt Line, Terrell's and west thereof.

DISTANCES.	Rates per 100 lbs.	DISTANCES.	Rates per 100 lbs.
10 miles and under.....	2 cents	60 and over 50 miles.....	4½ cents
20 and over 10 miles.....	2½ "	70 and over 60 miles.....	4½ "
30 and over 20 miles.....	3 "	80 and over 70 miles.....	5 "
40 and over 30 miles.....	3½ "	90 and over 80 miles.....	5 "
50 and over 40 miles.....	4 "	100 and over 90 miles.....	5½ "

The switching charges of connecting lines at junction points will not be absorbed in the rates shown above on Billets and Logs, but will be in addition thereto.

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY
RATES—CONTINUED.

Commodity Rate Table No. 8.

ROUGH LUMBER,

To be dressed or manufactured into Box Shooks, Staves or Heading for
reshipment over Norfolk and Western Railway,

CARLOAD, MINIMUM WEIGHT 40,000 POUNDS.

Applicable between stations, Lynchburg and east thereof, including stations
in the Durham District in Virginia and stations on Lynchburg Belt
Line east of Terrell's.

(Subject to the Rules shown below)

DISTANCES.	Rates per 100 lbs.	DISTANCES.	Rates per 100 lbs.
10 miles and under.....	2 cents	60 and over 50 miles.....	3½ cents
20 and over 10 miles.....	2½ "	70 and over 60 miles.....	3½ "
30 and over 20 miles.....	2½ "	80 and over 70 miles.....	3½ "
40 and over 30 miles.....	2½ "	90 and over 80 miles.....	4 "
50 and over 40 miles.....	3 "	100 and over 90 miles.....	4½ "

Applicable as follows:

(a) Between stations in Virginia west of Lynchburg (including Shenandoah Division and Winston-Salem District and Lynchburg Belt Line, Terrell's and west thereof), between Lynchburg and West Virginia or North Carolina State Line.

(b) Between stations Falls Mills, Graham and on Clinch Valley Extension west of Graham.

(c) Between stations on Norfolk Division, Wilson to Lynchburg inclusive, including Dillard, Va., stations in the Durham District in Virginia and stations on Lynchburg Belt Line east of Terrell's. and Any station west of Lynchburg, including Shenandoah Division and Winston-Salem District, between Lynchburg and West Virginia or North Carolina State Line; also Lynchburg Belt Line, Terrell's and west thereof.

(Subject to the Rules shown below).

DISTANCES.	Rates per 100 lbs.	DISTANCES.	Rates per 100 lbs.
10 miles and under.....	2½ "	60 and over 50 miles.....	5½ cents
20 and over 10 miles.....	3 "	70 and over 60 miles.....	5½ "
30 and over 20 miles.....	3½ "	80 and over 70 miles.....	6 "
40 and over 30 miles.....	4 "	90 and over 80 miles.....	6 "
50 and over 40 miles.....	5 "	100 and over 90 miles.....	6½ "

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY
RATES—CONTINUED.

COMMODITY RATE TABLE No. 8—CONTINUED.

RULES.

1. Any miller or manufacturer demanding milling or manufacturing privileges, under these rules, will be required to keep a record of receipts of rough lumber from all sources and of all dispositions of products thereof in a manner acceptable to the railway company. Affidavits as to the accuracy of such records must be furnished when required. In the event of failure or refusal to maintain such records, or in all particulars to conform to these rules, the milling or manufacturing privileges will be refused.

2. Agents at shipping point must not insert these rates in bills of lading nor on waybills, but must waybill the shipments at the regular tariff rates.

3. When the rules of this tariff have been complied with, the rates shown herein will be applied on the rough lumber, the product of which is shipped over the Norfolk & Western Railway in the shape of dressed lumber, box shooks, staves or heading.

4. Rates named herein will not apply on shipments destined to points located on connecting lines beyond switching limits of the junction point with those lines. Where the rough lumber is consigned to a plant or industry located at a point on a connecting line within switching limits, the switching charge of that line will be in addition to these rates; also where the lumber originates at a point on a connecting line within switching limits destined to a point on the Norfolk & Western Railway, switching charge of the connecting line will be in addition to these rates.

5. Billing for rough lumber to milling or manufacturing point must clearly indicate the character of the lumber, for example: oak lumber, pine lumber, etc. Billing covering outbound movement must also clearly indicate the character of the lumber, shooks, staves or heading, for example: dressed oak lumber, oak box shooks, oak staves or heading; dressed pine lumber, pine box shooks, pine staves or heading, etc. If inbound paid expense bills do not show this information, satisfactory evidence thereof must be furnished the carrier at or before the time of reshipment; otherwise such paid expense bills will not be available for milling or manufacturing privileges under these rules.

6. Twelve months' time from date of the original expense bill covering the inbound rough lumber will be allowed for the milling or manufacturing privilege.

7. (a) All millers or manufacturers availing themselves of the milling or manufacturing privilege must record with the agent or authorized representative of this Company within thirty days after shipments have been received at the milling or manufacturing point all paid expense bills, otherwise such bills cannot be used for milling or manufacturing purposes.

(b) When the milled or manufactured product is loaded out, or otherwise disposed of, including that which may be forwarded by boat, wagon, or other means, the original inbound rough lumber records representative of such product shall at that time be canceled by the shipper; said cancellation to be then or subsequently verified by the agent or the authorized representative of this Company.

(c) The miller or manufacturer will be required to make daily reports to the agent or authorized representative of the railway company of the cancellation of the original inbound records of rough lumber tonnage, also daily reports showing receipts of rough lumber from all sources; both reports to be on forms prescribed or approved by the railway company.

(d) In determining the amount of tonnage entitled to reshipment, not only paid but unpaid and accrued expense bills shall be taken into account.

(e) Cancellation of the original inbound records of tonnage shall be automatic; that is to say, when the commodity represented by such records is disposed of, either locally or by shipment by rail, boat, wagon or other means, the original inbound records covering shall be immediately cancelled by the holder thereof, so that at the close of each business day the amount represented by the said records of tonnage held by the miller or manufacturer shall not be in excess of the amount of rough lumber and its products then actually on hand.

(f) The correct cancellation of inbound records of rough lumber tonnage, by the holder thereof, shall be verified at frequent intervals, but not less than four times a year, quarterly. Should it be found that any miller or manufacturer at any time holds inbound records of rough lumber tonnage in excess of the amount of rough lumber and products thereof then actually on hand, such surplus tonnage records shall be cancelled in consecutive date order beginning with the oldest and made invalid for milling or manufacturing privileges.

8. There shall be no substitution of lumber not entitled to rates shown herein for lumber entitled to such rates.

9. The expense bills used in securing the milling or manufacturing privileges under these rules shall be taken up and cancelled by the agent or authorized representative of this Company, and rendered invalid for such further use.

10. The paid expense bills surrendered must be representative of the property reshipped and must correspond in description, for example: dressed oak lumber, oak box shooks, oak staves or heading, for oak lumber; dressed pine lumber, pine box shooks, pine staves or heading, for pine lumber, etc., except that an outbound shipment consisting of a mixture of the products of the various kinds of rough lumber, namely, dressed lumber, box shooks, staves or heading, can be shipped as a mixture and inbound paid freight bills for tonnage in kind must be surrendered in proportion to such mixture.

11. If the weight represented by the inbound paid expense bills surrendered is in excess of the weight of the product shipped, the miller or manufacturer will be given a credit slip for such excess weight, that may be later used within the life of the expense bills of which such excess weight is a part, except that no such credit slip shall be given for the weight lost through the process of milling or manufacturing, and except further, that no such credit slip shall be given for less than 1,000 pounds.

**NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY
RATES—CONTINUED.**

COMMODITY RATE TABLE No. 8—CONTINUED.

12. (a) On outbound waybills reference must be made to the billing from original point of shipment, showing date and number of inbound waybill and initials and number of inbound car.

(b) Where the outbound billing covers dressed lumber, box shooks, staves or heading shipped on account of two or more inbound waybills and cars, reference to such inbound billing and cars and the separate tonnage of each must be given.

13. Agents at points where milling or manufacturing is done will keep an account with the miller or manufacturer showing the amount of each kind of rough lumber delivered to the miller or manufacturer and of each kind of product shipped, and will forward to the Auditor of Receipts at the close of each month statement of billing of rough lumber to the milling or manufacturing point corresponding to which product has been shipped out, also statement of billing of the product, together with original paid expense bills and bills of lading covering the movement of the rough lumber to the milling or manufacturing point.

14. The Auditor of Receipts will then refund to the miller or manufacturer the difference between:

The local rate charged to the milling } and { the rough lumber rate shown herein
or manufacturing point } { on basis of the inbound weight.

provided, the miller or manufacturer (claimant) has fully complied with all of the requirements of this tariff.

15. The miller or manufacturer shall be required to attest in writing that to the best of his knowledge and belief the weight of the shipment tendered for outbound movement represents a fair and just equivalent of the inbound weight after making due allowance for wastage or loss in weight occurring in the milling or manufacturing process.

16. Expense bills for the rough lumber must cover tonnage that is legally entitled to the milling or manufacturing privileges provided for in this tariff, and the validity of such expense bills must be attested by the shipper in the following form properly signed by him, which certificate must accompany the expense bills when tendered.

"SHIPPING CERTIFICATE."

"Tender is hereby made to the.....of Expense Bill, Pro. No.....dated at.....for the purpose of securing the privilege of milling or manufacturing the rough lumber covered thereby. This tender is made in good faith and with the specific guarantee on our part that such privileges may legally be given under the rules of said railway as published in its Tariff No....."

(Attest)....."
(Signature of shipper.)

In case the commodity covered by this certificate has been subjected to a milling or manufacturing process resulting in a loss of weight, the following additional attestation shall be made:

".....(I or we) further guarantee that to the best of (my or our) knowledge or belief the weight of.....pounds herein shown represents no more than the weight remaining after subjecting the rough lumber covered by the above shipping certificate to the process of....."

(Attest)....."
(Signature of shipper.)

17. A transfer of expense bills between millers or manufacturers or between dealers and millers or manufacturers will be permitted only where the ownership of the rough lumber is also transferred by bona fide sale. A certificate to this effect shall be made in the following form on the face of the expense bill.

"This is to certify that there has been a bona fide sale to the undersigned of the commodity covered by this expense bill.

(Signed)....."

(Date)....."

18. The traffic handled under these rules shall be subject to the supervision of the agent or authorized representative of the railway company, who shall at all times have access to the records of the miller or manufacturer for the purpose of determining the accuracy thereof, as well as the faithful observance of these rules.

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY
RATES—CONTINUED.

Commodity Rate Table No. 9.

VIRGINIA PINE LUMBER, IN THE ROUGH

(will not apply on other forest products),

CARLOAD, MINIMUM WEIGHT 34,000 POUNDS.

Applicable between stations Norfolk Division, Norfolk to Lynchburg, inclusive, and including stations in Durham District in Virginia.

DISTANCES.	Rates per 100 pounds.	DISTANCES.	Rates per 100 pounds.
5 miles and under.....	2½	100 and over 95 miles.....	7½
10 and over 5 miles.....	3	110 and over 100 miles.....	8
15 and over 10 miles.....	3½	120 and over 110 miles.....	8
20 and over 15 miles.....	3½	130 and over 120 miles.....	8½
25 and over 20 miles.....	4	140 and over 130 miles.....	8½
30 and over 25 miles.....	4	150 and over 140 miles.....	9
35 and over 30 miles.....	4½	160 and over 150 miles.....	9
40 and over 35 miles.....	4½	170 and over 160 miles.....	9½
45 and over 40 miles.....	5	180 and over 170 miles.....	9½
50 and over 45 miles.....	5	190 and over 180 miles.....	10
55 and over 50 miles.....	5½	200 and over 190 miles.....	10
60 and over 55 miles.....	5½	210 and over 200 miles.....	10
65 and over 60 miles.....	6	220 and over 210 miles.....	10
70 and over 65 miles.....	6	230 and over 220 miles.....	10
75 and over 70 miles.....	6½	240 and over 230 miles.....	10
80 and over 75 miles.....	6½	250 and over 240 miles.....	10
85 and over 80 miles.....	7	260 and over 250 miles.....	10½
90 and over 85 miles.....	7	270 and over 260 miles.....	11
95 and over 90 miles.....	7½	280 and over 270 miles.....	11

**RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANY
— and WASHINGTON SOUTHERN RAILWAY COMPANY.**

Freight Tariff, revised to December 31, 1912.

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with water transportation, apply the Lumber Rates.

The following named articles when in block, Heading Bolts, Hoops, Hoop Pole (wooden), Nails, Spike Timber (in the phone and Trolley Pole, Pine (pine), Ti

LIST OF ARTICLES TAKING LUMBER RATES.

will take these rates; Bark, Barrel Shooks, Billets, Box Shooks, Box Stuff, Cooperage (oak), Pickets (wooden), Picture Backing, Piles (except oak), Posts, Plumbing Tubing Bolts, Staves and Heading, Telegraph and Telephone Cross Arms, Telegraph and Telephone Blocks.

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANY
AND WASHINGTON SOUTHERN RAILWAY COMPANY—CONTINUED.

CORD WOOD, CARLOAD.

For fuel and the manufacture of Baskets, Excelsior and Handles.

MILES.	Carloads of 10 cords minimum, excess in proportion, per cord.
1 to 4, inclusive.....	70
5 to 14, inclusive.....	80
15 to 24, inclusive.....	90
25 to 34, inclusive.....	95
35 to 49, inclusive.....	1 00
50 to 59, inclusive.....	1 05
60 to 69, inclusive.....	1 10
70 to 79, inclusive.....	1 20
80 to 89, inclusive.....	1 30
90 to 99, inclusive.....	1 40
100 to 109, inclusive.....	1 60
110 to 116, inclusive.....	1 70

When cars containing cord wood are weighed, the number of cords will be ascertained on basis of following estimated weights:

Pine Wood.....	3,250 lbs. per cord
Oak Wood.....	4,250 lbs. per cord
Pine and Oak Wood, mixed.....	3,750 lbs. per cord

If not weighed, the number of cords will be determined as follows:

When practicable, ascertain cubic measurement of load and allow 128 cubic feet to the cord.

When cars are loaded to physical capacity, making it impracticable to measure the load, use the inside dimensions of the car less 15 per cent.

EXAMPLE 1.—If load measures 8 feet wide, 6 feet high and 32 feet long, the cubic measurement will be 8x6x32, or 1,536 cubic feet, which, divided by 128 cubic feet per cord, makes shipment of 12 cords.

EXAMPLE 2.—Car loaded to physical capacity, inside dimensions stenciled on car, length 32 feet, width 8 feet, height 8 feet, making inside cubic measurement 32x8x8, or 2,048 cubic feet, which, divided by 128 cubic feet per cord, makes 16 cords, and deducting 15 per cent. makes estimated load 13 1-2 cords.

SPECIAL TRAIN SERVICE.

The minimum charge on cord wood, lumber and other bulk freight, when special train service is performed, will be the tariff rate on ten (10) cars of the articles shipped for fifty (50) miles.

Special freight service will be arranged, upon application, only at the convenience of these companies.

LIMESTONE, GROUND, FOR ACID SOIL TREATMENT, CARLOAD,
MINIMUM WEIGHT 60,000 POUNDS.

Proportional rates from Richmond, Doswell and Potomac Yard to stations on Richmond, Fredericksburg and Potomac Railroad and Washington Southern Railway on shipments originating on connecting lines within the State of Virginia.

DISTANCES.	Rates per ton of 2,000 pounds.
10 miles and under.....	30 cents
20 and over 10 miles.....	30 "
30 and over 20 miles.....	30 "
40 and over 30 miles.....	35 "
50 and over 40 miles.....	40 "
60 and over 50 miles.....	45 "
70 and over 60 miles.....	47 "
80 and over 70 miles.....	50 "
90 and over 80 miles.....	54 "
100 and over 90 miles.....	60 "
110 and over 100 miles.....	66 "
113 and over 110 miles.....	72 "

SEABOARD AIR LINE RAILWAY.

Freight Tariff, revised to December 31, 1912.

CLASS RATES.

DISTANCES.	Per 100 Pounds.		Per bbl.		Per 100 lbs.		Per ton of 2,000 lbs.		Per carload of 20,000 lbs.		
			H	F	J	K	L	M	N	O	P
5 miles and under.....	8	10	8	34	70	70	7 00	7 00	7 00	7 00	7 00
10 and over 5 miles.....	10	10	8	34	70	70	8 00	8 00	8 00	8 00	7 00
15 and over 10 miles.....	12	12	9	4	80	80	9 00	9 00	9 00	9 00	8 00
20 and over 15 miles.....	14	14	12	5	90	90	11 00	11 00	11 00	11 00	9 00
25 and over 20 miles.....	16	17	12	6	1 00	1 00	13 00	13 00	13 00	13 00	10 00
30 and over 25 miles.....	18	20	14	7	1 00	1 10	15 00	15 00	15 00	15 00	10 00
35 and over 30 miles.....	20	20	15	7	1 00	1 20	16 00	16 00	16 00	16 00	10 00
40 and over 35 miles.....	21	20	16	7½	1 00	1 30	16 00	16 00	16 00	16 00	10 00
45 and over 40 miles.....	22	22	17	8	1 10	1 40	19 00	18 00	18 00	18 00	11 00
50 and over 45 miles.....	22	24	18	9	1 20	1 50	20 00	18 00	18 00	18 00	11 00
55 and over 50 miles.....	23	25	19	9	1 20	1 50	20 00	18 00	18 00	18 00	11 00
60 and over 55 miles.....	23	25	20	9	1 30	1 60	22 00	18 00	18 00	18 00	12 00
65 and over 60 miles.....	25	27	20	9	1 50	1 70	26 00	19 00	19 00	19 00	15 00
70 and over 65 miles.....	27	28	21	10	1 60	1 80	27 00	19 00	19 00	19 00	15 00
75 and over 70 miles.....	29	30	22	10	1 65	1 90	29 00	20 00	20 00	20 00	17 00
80 and over 75 miles.....	30	30	22	10	1 70	1 90	30 00	20 00	20 00	20 00	18 00
85 and over 80 miles.....	30	31	22	10	1 75	1 95	30 00	20 00	20 00	20 00	18 00
90 and over 85 miles.....	30	31	22	10	1 80	1 95	30 00	20 00	20 00	20 00	18 00

Governed by Virginia Classification with Exception Sheet No. 1 thereto.

SEABOARD AIR LINE RAILWAY—CONTINUED.

COMMODITY RATES.

APPLICABLE BETWEEN STATIONS ON
RICHMOND DIVISION IN VIRGINIA.

DISTANCES.		Blackberries.		Per 1,000 brick.	
		Brick, carload, minimum as per Note 1 below.		Per 100 lbs.	
		Canned Goods, L. C. L., as described in Note 2 below.		Per ton of 2,000 lbs.	
		Fertilizers.		Per car of 40,000 lbs.	
		Logs; ash, cypress, dogwood, gum, hickory, holly, oak, persimmon and poplar, carload.		Per 100 pounds.	
		Logs and Lumber, walnut and cherry, C. L. min. wt. 30,000 lbs.		Per ton of 2,000 lbs.	
		Lumber, common, rough or dressed; Bark, tan or stick; Hoop poles; Hoop-splits; Laths; Shingles; Staves; C. L. minimum wt. 30,000 lbs.		Per cord of 128 cubic ft.	
		Peanuts, in the shell.		Per crate.	
		Seed, cotton.		Per 100 lbs.	
		Strawberries and Blackberries.		Per package.	
		Tobacco, leaf, in hogheads or tierces.		Per cord of 128 cubic ft.	
		Truck.		Per 100 lbs.	
		Wood, fuel, C. L. minimum 10 cords.		Per cord of 128 cubic ft.	
		Wood, pulp (gum or poplar), barked, round or split, in 5 ft. lengths, C. L. minimum wt. 40,000 lbs.		Per 100 lbs.	

NOTE 1.—When loaded in cars of:
60,000 pounds capacity or less, minimum 10,000 brick.
80,000 pounds capacity and over 60,000 pounds capacity, minimum 14,000 brick.
100,000 pounds capacity and over 80,000 pounds capacity, minimum 16,000 brick.
If the carrier for its own convenience furnishes a car of greater capacity than required to transport shipment, charge will be assessed upon basis of actual quantity, but no less than minimum for the size of car required.

NOTE 2.—Rates on Canned Goods shown above apply on following articles only:
Condensed Milk, Fruits, Pork and Beans,
Cove Oysters, Fruit Butter, Shell Fish,
Evaporated Cream, Jellies and Preserves, Soups and Broths,
Fish, Meats, Vegetables.

SEABOARD AIR LINE RAILWAY—COMMODITY RATES—CONTINUED.

APPLICABLE BETWEEN STATIONS ON
PORTSMOUTH DIVISION IN VIRGINIA.

DISTANCES.										
	Barrels, flour, C. L.		Per car.		Per 1,000 brick.		Per 100 lbs.		Per ton 2,000 lbs.	
	Brick, C. L. (see Note 1 below.)									
	Canned Goods, L. C. L. (see Note 2 below.)									
	C. L. minimum 20,000 lbs.		Fertilizers.							
	L. C. L.									
	Logs, pine (not saw mill logs), poplar and cypress not over 6 feet in length; also all Gum Logs, C. L.									
	Logs; persimmon, hickory, oak, dogwood and ash; also Cypress and poplar Logs; C. L.									
	Lumber (rough), pine, oak, hickory and maple, Shingles, Staves, Laths, Tan-bark, Hoop-poles, Hoop-splints, in bundles, C. L.									
	C. L. minimum wt. 20,000 lbs.		Peanuts							
	L. C. L.									
	Shells, oyster, C. L.									
	Slabs, pine, coming from saw mills only.									
	In crates of 32 quarts.		Strawberries.							
	In crates of over 32 quarts.									
	Per bushel box or half bbl. box.		Truck.							
	Per barrel or barrel crate.									
	Wood, fuel, C. L. minimum 10 cords.									
	Wood, pulp (gum or poplar), barked, split or round, in 5 ft. lengths, C. L. min. wt. 40,000 lbs.									
5 miles and under.....	5 00	1 90	8	70	84	6 00	7 00	6 00	5 00	5 00
10 and over 5 miles.....	5 00	1 00	10	70	84	6 75	7 00	6 50	5 00	5 00
15 and over 10 miles.....	7 00	1 10	12	85	1 02	7 00	8 00	6 50	5 15	6 10
20 and over 15 miles.....	7 00	1 10	14	1 20	1 44	7 50	8 00	8 00	5 15	8 15
25 and over 20 miles.....	9 00	1 20	16	1 50	1 80	8 00	9 00	8 00	5 25	10 18
30 and over 25 miles.....	9 00	1 30	18	1 50	1 80	8 50	9 00	8 00	5 25	12 20
35 and over 30 miles.....	9 25	1 35	20	1 50	1 80	9 00	10 00	8 00	5 50	15 25
40 and over 35 miles.....	9 25	1 40	21	1 50	1 80	9 25	10 00	8 00	5 50	15 25
45 and over 40 miles.....	9 50	1 45	22	1 60	1 92	9 75	11 00	8 00	6 00	15 25
50 and over 45 miles.....	9 50	1 50	22	1 80	2 16	9 75	11 00	9 00	6 00	15 25
55 and over 50 miles.....	9 75	1 55	23	1 80	2 16	11 00	12 00	10 00	6 50	15 25
60 and over 55 miles.....	9 75	1 60	23	1 80	2 16	11 00	12 00	11 00	6 50	15 25

NOTE 1.—When loaded in cars of:
60,000 pounds capacity or less, minimum 10,000 brick.
80,000 pounds capacity and over 60,000 pounds capacity, minimum 14,000 brick.
100,000 pounds capacity and over 80,000 pounds capacity, minimum 16,000 brick.
If the carrier for its own convenience furnishes a car of greater capacity than required to transport shipment, charge will be assessed upon basis of actual quantity, but not less than minimum for the size of car required.

NOTE 2.—Rates on Canned Goods shown above apply on following articles only:
Condensed Milk, Fruits, Pork and Beans,
Cove Oysters, Fruit Butter, Shell Fish,
Evaporated Cream, Jellies and Preserves, Soups and Broths,
Fish, Meats, Vegetables.

SOUTHERN RAILWAY COMPANY.

Freight Tariff, revised to December 31, 1912.

CLASS RATES.

Rate Table No. 1.

APPLICABLE AS FOLLOWS:

(a)—Between all stations on the Washington, Danville and Richmond Divisions in Virginia, except Keysville Branch.

SOUTHERN RAILWAY COMPANY—CLASS RATES—CONTINUED.

Rate Table No. 2.

APPLICABLE AS FOLLOWS:

- (a)—Between stations on Norfolk Division.
 (b)—Between stations on Keysville Branch in Virginia.
 (c)—Between any station on Norfolk Division and any station on Richmond, Washington, or Danville Divisions in Virginia.
 (d)—Between any station on Keysville Branch in Virginia and any station on Norfolk, Richmond, Washington, or Danville Divisions in Virginia.

(See Note 2 at end of Rate Table No. 12.)

DISTANCES		Per 100 lbs.		Per ton of 2,000 pounds.		Per carload of 20,000 lbs.		
		J	K	L	M	N	O	P
5 miles and under...	2	8	4	70	75	9 00	8 00	8 00
10 and over 5 miles.	4	9	5	75	80	10 00	9 00	8 00
15 and over 10 miles.	6	10	5½	80	85	11 00	10 00	8 50
20 and over 15 miles.	8	11	6	85	1 00	12 00	12 00	9 00
25 and over 20 miles.	10	12	7	90	1 10	14 00	14 00	10 00
30 and over 25 miles.	12	16	7½	1 00	1 20	15 00	15 00	10 00
35 and over 30 miles.	14	17	7½	1 00	1 20	16 00	15 00	10 00
40 and over 35 miles.	16	18	7½	1 00	1 20	16 00	15 00	10 00
45 and over 40 miles.	18	18	8	1 10	1 40	18 00	16 00	11 00
50 and over 45 miles.	20	19	8	1 10	1 40	19 00	16 00	11 00
55 and over 50 miles.	22	19	9	1 20	1 50	20 00	18 00	12 00
60 and over 55 miles.	24	20	9	1 25	1 50	21 00	18 00	13 00
65 and over 60 miles.	26	21	9	1 30	1 60	24 00	19 00	14 00
70 and over 65 miles.	28	21	9	1 50	1 70	26 00	20 00	15 00
75 and over 70 miles.	30	21	10	1 60	1 80	28 00	20 00	16 00
80 and over 75 miles.	32	21	11	1 70	1 90	30 00	23 00	17 00
85 and over 80 miles.	34	22	12	1 80	2 00	32 00	23 00	18 00
90 and over 85 miles.	36	22	12	1 80	2 10	33 00	23 00	18 00
95 and over 90 miles.	38	22	12	1 80	2 10	33 00	25 00	20 00
100 and over 95 miles.	40	22	12	1 80	2 10	34 00	26 00	20 00
110 and over 100 miles.	42	23	12	1 80	2 10	35 00	26 00	20 00
120 and over 110 miles.	44	23	12	1 80	2 10	36 00	26 00	20 00
130 and over 120 miles.	46	23	12	1 80	2 10	39 00	26 00	20 00
140 and over 130 miles.	48	24	12	1 80	2 10	40 00	26 00	20 00
150 and over 140 miles.	50	24	12	1 80	2 10	40 00	26 00	20 00
160 and over 150 miles.	52	24	12	1 80	2 10	40 00	26 00	20 00
170 and over 160 miles.	54	25	12	1 80	2 10	40 00	26 00	20 00
180 and over 170 miles.	56	25	12	1 80	2 10	40 00	28 00	20 00
190 and over 180 miles.	58	25	12	1 80	2 10	40 00	28 00	21 00
200 and over 190 miles.	60	26	12½	2 00	2 30	42 00	28 00	21 00
210 and over 200 miles.	62	26	12½	2 00	2 30	42 00	28 00	21 00
220 and over 210 miles.	64	26	14	2 00	2 30	42 00	28 00	21 00
230 and over 220 miles.	66	26	14	2 00	2 30	42 00	28 00	22 00
240 and over 230 miles.	68	26	14	2 00	2 30	42 00	28 00	22 00
250 and over 240 miles.	70	26	14	2 10	2 30	44 00	28 00	23 00
260 and over 250 miles.	72	28	15	2 10	2 40	44 00	31 00	24 00
270 and over 260 miles.	74	29	16	2 20	2 40	46 00	32 00	25 00
280 and over 270 miles.	76	30	16	2 25	2 50	46 00	32 00	26 00
290 and over 280 miles.	78	31	17	2 30	2 50	47 00	32 00	26 00
300 and over 290 miles.	80	31	17	2 30	2 60	48 00	34 00	27 00
320 and over 300 miles.	82	32	18	2 30	2 60	49 00	35 00	28 00
340 and over 320 miles.	84	34	19	2 40	2 80	50 00	37 00	29 00
360 and over 340 miles.	86	35	19	2 50	2 90	52 00	37 00	31 00
380 and over 360 miles.	88	36	20	2 60	3 00	54 00	38 00	31 00
400 and over 380 miles.	90	37	20	2 70	3 10	54 00	39 00	31 00
Over 400 miles.	92	38	22	2 80	3 20	56 00	39 00	32 00

Governed by Virginia Classification with Exception Sheet No. 1 thereto

SOUTHERN RAILWAY COMPANY—CONTINUED.

COMMODITY RATES.

Rate Table No. 3.

CONCRETE BLOCKS, CARLOAD.

Minimum 30,000 pounds, except between points on Claremont Branch the minimum will be 20,000 pounds (see Note 2 at end of Rate Table No. 12.)

Applicable between all stations in Virginia.

PER 100 POUNDS.

DISTANCES.	Rate.	DISTANCES.	Rate.
5 miles and under.....	4	70 and over 65 miles.....	8½
10 and over 5 miles.....	4	75 and over 70 miles.....	9
15 and over 10 miles.....	4½	80 and over 75 miles.....	9
20 and over 15 miles.....	4½	85 and over 80 miles.....	9½
25 and over 20 miles.....	5	90 and over 85 miles.....	9½
30 and over 25 miles.....	5	95 and over 90 miles.....	10
35 and over 30 miles.....	5½	100 and over 95 miles.....	10
40 and over 35 miles.....	5½	110 and over 100 miles.....	10½
45 and over 40 miles.....	6	120 and over 110 miles.....	11
50 and over 45 miles.....	6½	130 and over 120 miles.....	11½
55 and over 50 miles.....	7	140 and over 130 miles.....	12
60 and over 55 miles.....	7½	150 and over 140 miles.....	12½
65 and over 60 miles.....	8		

Rate Table No. 4.

GRAIN, MILL FEED, MEAL AND BRAN, CARLOADS,
MINIMUM 20,000 POUNDS.

Applicable to Local Traffic between Washington Division stations, viz.:

Locally between stations on Harrisonburg Extension, Strasburg Junction to Harrisonburg, inclusive.

PER 100 POUNDS.

DISTANCES.	Rate.	DISTANCES.	Rate.
5 miles and under.....	3	30 and over 25 miles.....	6
10 and over 5 miles.....	3	35 and over 30 miles.....	6
15 and over 10 miles.....	4	40 and over 35 miles.....	6
20 and over 15 miles.....	5	45 and over 40 miles.....	7
25 and over 20 miles.....	5	50 and over 45 miles.....	7

SOUTHERN RAILWAY COMPANY—COMMODITY RATES—CONTINUED.

Rate Table No. 5.

FERTILIZERS.

(See Note 2 at end of Rate Table No. 12).

Applicable locally between Norfolk Division stations.

Also between stations on Norfolk Division
and

Stations on Richmond Division and Keysville Branch and Washington
and Danville Divisions in Virginia.

PER TON 2,000 POUNDS.

DISTANCES.	C. L. min. 15 tons.	L. C. L.	DISTANCES.	C. L. min. 15 tons.	L. C. L.
10 miles and under....	35	35	40 miles.....	1 42	1 42
11 miles.....	38	38	41 miles.....	1 46	1 46
12 miles.....	42	42	42 miles.....	1 50	1 50
13 miles.....	46	46	43 miles.....	1 54	1 54
14 miles.....	50	50	44 miles.....	1 58	1 58
15 miles.....	54	54	45 miles.....	1 60	1 60
16 miles.....	57	57	46 miles.....	1 60	1 64
17 miles.....	60	60	47 miles.....	1 60	1 68
18 miles.....	64	64	48 miles.....	1 60	1 72
19 miles.....	68	68	49 miles.....	1 60	1 75
20 miles.....	70	70	50 miles.....	1 60	1 78
21 miles.....	75	75	51 miles.....	1 80	1 82
22 miles.....	78	78	52 miles.....	1 80	1 86
23 miles.....	82	82	53 miles.....	1 80	1 90
24 miles.....	86	86	54 miles.....	1 80	1 92
25 miles.....	90	90	55 miles.....	1 80	1 96
26 miles.....	94	94	56 miles.....	1 80	2 00
27 miles.....	96	96	57 miles.....	1 80	2 04
28 miles.....	1 00	1 00	58 miles.....	1 80	2 08
29 miles.....	1 04	1 04	59 miles.....	1 80	2 10
30 miles.....	1 08	1 08	60 miles.....	1 80	2 14
31 miles.....	1 10	1 10	70 and over 60 miles...	1 80	2 16
32 miles.....	1 14	1 14	75 and over 70 miles...	2 00	2 40
33 miles.....	1 18	1 18	80 and over 75 miles...	2 20	2 64
34 miles.....	1 22	1 22	100 and over 80 miles...	2 40	2 88
35 miles.....	1 25	1 25	150 and over 100 miles..	2 40	2 88
36 miles.....	1 28	1 28	205 and over 150 miles..	2 40	2 88
37 miles.....	1 32	1 32			
38 miles.....	1 36	1 36			
39 miles.....	1 40	1 40			

SOUTHERN RAILWAY COMPANY—COMMODITY RATES—CONTINUED.

Rate Table No. 6.

FERTILIZERS.

Applicable between all stations on Washington, Danville and Richmond Divisions in Virginia, including Keysville Branch in Virginia.

PER TON 2,000 POUNDS.

DISTANCES.	C. L. min. 15 tons.	L. C. L.	DISTANCES.	C. L. min. 15 tons.	L. C. L.
10 miles and under.....	35	35	200 and over 190 miles...	2 15	2 58
11 miles.....	38	38	210 and over 200 miles...	2 20	2 64
12 miles.....	42	42	220 and over 210 miles...	2 20	2 64
13 miles.....	46	46	230 and over 220 miles...	2 20	2 64
14 miles.....	50	50	240 and over 230 miles...	2 40	2 88
15 miles.....	54	54	250 and over 240 miles...	2 50	3 00
16 miles.....	57	57	260 and over 250 miles...	2 60	3 12
17 miles.....	60	60	270 and over 260 miles...	2 70	3 24
18 miles.....	64	64	280 and over 270 miles...	2 80	3 36
19 miles.....	68	68	290 and over 280 miles...	2 90	3 48
20 miles.....	70	70	300 and over 290 miles...	2 90	3 48
25 and over 20 miles...	75	75	310 and over 300 miles...	3 00	3 60
30 and over 25 miles...	90	92	320 and over 310 miles...	3 00	3 60
35 and over 30 miles...	1 00	1 20	330 and over 320 miles...	3 10	3 72
40 and over 35 miles...	1 10	1 32	340 and over 330 miles...	3 10	3 72
50 and over 40 miles...	1 20	1 44	350 and over 340 miles...	3 20	3 84
60 and over 50 miles...	1 30	1 56	360 and over 350 miles...	3 20	3 84
70 and over 60 miles...	1 40	1 68	370 and over 360 miles...	3 30	3 96
80 and over 70 miles...	1 45	1 74	380 and over 370 miles...	3 30	3 96
90 and over 80 miles...	1 50	1 80	390 and over 380 miles...	3 40	4 08
100 and over 90 miles...	1 60	1 92	400 and over 390 miles...	3 50	4 20
110 and over 100 miles...	1 70	2 04	420 and over 400 miles...	3 50	4 20
120 and over 110 miles...	1 75	2 10	440 and over 420 miles...	3 60	4 32
130 and over 120 miles...	1 80	2 16	460 and over 440 miles...	3 70	4 44
140 and over 130 miles...	1 80	2 16	480 and over 460 miles...	3 80	4 56
150 and over 140 miles...	1 80	2 16	500 and over 480 miles...	3 90	4 68
160 and over 150 miles...	1 95	2 34			
170 and over 160 miles...	2 00	2 40			
180 and over 170 miles...	2 05	2 46			
190 and over 180 miles...	2 10	2 52			

SOUTHERN RAILWAY COMPANY—COMMODITY RATES—CONTINUED.

Rate Table No. 7.

FIREWOOD, CARLOAD.

Carload minimum	{ Cars inside or platform length 34 feet and under.....	11 cords
	{ Cars inside or platform length 36 feet and over 34 feet.....	12 cords
	{ Cars inside or platform length 38 feet and over 36 feet.....	13 cords
	{ Cars inside or platform length over 38 feet.....	14 cords

(See Notes 1 and 2 at end of Rate Table No. 12.)

Applicable between all stations in Virginia.

PER CORD OF 128 CUBIC FEET.

DISTANCES.	Rate.	DISTANCES.	Rate.
5 miles and under.....	75	45 and over 40 miles.....	1 15
10 and over 5 miles.....	80	50 and over 45 miles.....	1 20
15 and over 10 miles.....	85	55 and over 50 miles.....	1 25
20 and over 15 miles.....	90	65 and over 55 miles.....	1 30
25 and over 20 miles.....	95	75 and over 65 miles.....	1 35
30 and over 25 miles.....	1 00	100 and over 75 miles.....	1 40
35 and over 30 miles.....	1 05	150 and over 100 miles.....	1 50
40 and over 35 miles.....	1 10	200 and over 150 miles.....	1 75

Rate Table No. 8.

*LIMESTONE, GROUND AGRICULTURAL, CARLOAD, MINIMUM WEIGHT 40,000 POUNDS.

(See Note 2 at end of Rate Table No. 12).

Applicable between all stations in Virginia.

DISTANCES.	Rates per ton 2,000 pounds.	DISTANCES.	Rates per ton 2,000 pounds.
10 miles and under.....	\$ 25	230 and over 225 miles.....	\$ 1 20
15 and over 10 miles.....	35	235 and over 230 miles.....	1 25
20 and over 15 miles.....	40	240 and over 235 miles.....	1 25
25 and over 20 miles.....	45	245 and over 240 miles.....	1 25
30 and over 25 miles.....	50	250 and over 245 miles.....	1 25
35 and over 30 miles.....	55	260 and over 250 miles.....	1 30
40 and over 35 miles.....	60	270 and over 260 miles.....	1 35
45 and over 40 miles.....	65	280 and over 270 miles.....	1 40
50 and over 45 miles.....	65	290 and over 280 miles.....	1 45
60 and over 50 miles.....	70	300 and over 290 miles.....	1 50
70 and over 60 miles.....	70	310 and over 300 miles.....	1 55
80 and over 70 miles.....	70	320 and over 310 miles.....	1 60
90 and over 80 miles.....	70	330 and over 320 miles.....	1 65
95 and over 90 miles.....	70	340 and over 330 miles.....	1 70
100 and over 95 miles.....	70	350 and over 340 miles.....	1 75
110 and over 100 miles.....	75	360 and over 350 miles.....	1 90
115 and over 110 miles.....	75	370 and over 360 miles.....	1 85
120 and over 115 miles.....	80	380 and over 370 miles.....	1 90
130 and over 120 miles.....	85	390 and over 380 miles.....	1 95
140 and over 130 miles.....	90	400 and over 390 miles.....	2 00
150 and over 140 miles.....	95	410 and over 400 miles.....	2 05
160 and over 150 miles.....	1 00	420 and over 410 miles.....	2 10
170 and over 160 miles.....	1 05	430 and over 420 miles.....	2 15
180 and over 170 miles.....	1 10	440 and over 430 miles.....	2 20
190 and over 180 miles.....	1 10	450 and over 440 miles.....	2 25
200 and over 190 miles.....	1 15	460 and over 450 miles.....	2 30
210 and over 200 miles.....	1 15	470 and over 460 miles.....	2 35
215 and over 210 miles.....	1 20		
220 and over 215 miles.....	1 20		
225 and over 220 miles.....	1 20		

*As in effect March 12, 1913.

SOUTHERN RAILWAY COMPANY—COMMODITY RATES—CONTINUED.

Rate Table No. 9.

LOGS, CARLOAD, MINIMUM WEIGHT AS SHOWN BELOW.

Between stations on Norfolk Division.

Carload minimum weight 40,000 pounds, except when from and to stations on the Claremont Branch carload minimum will be 20,000 pounds; on business passing between stations on Main Line of Norfolk Division and stations on Claremont Branch carload minimum weight will be 40,000 pounds for one standard gauge car on Main Line and two narrow gauge cars on Claremont Branch.

Transfer charge at Emporia of \$2.00 per car for one standard gauge car or two narrow gauge cars, will be in addition to the freight rates.

RATES IN CENTS PER 100 POUNDS.

DISTANCES.	Pine Saw Logs.	Ash, Cypress, Dogwood, Gum, Hickory, Holly, Oak, Persimmon and Poplar Logs.
10 miles and under.....	1½	1¾
20 and over 10 miles.....	1¾	2
30 and over 20 miles.....	2	2¼
40 and over 30 miles.....	2¼	2½
50 and over 40 miles.....	2½	2¾
60 and over 50 miles.....	2¾	3
70 and over 60 miles.....	3	3¼
80 and over 70 miles.....	3¼	3½
90 and over 80 miles.....	3½	3¾
100 and over 90 miles.....	3¾	4
110 and over 100 miles.....	4	4¼
120 and over 110 miles.....	4¼	4½
130 and over 120 miles.....	4½	4¾
140 and over 130 miles.....	4¾	5
150 and over 140 miles.....	5	5¼
160 and over 150 miles.....	5¼	5½
170 and over 160 miles.....	5½	5¾
180 and over 170 miles.....	5¾	6
190 and over 180 miles.....	6	6¼
200 and over 190 miles.....	6¼	6½
210 and over 200 miles.....	6½	6¾

SOUTHERN RAILWAY COMPANY—COMMODITY RATES—CONTINUED.

Rate Table No. 10.

LOGS (PERSIMMON, PINE, POPLAR, HICKORY, OAK, DOGWOOD,
CYPRESS, GUM AND ASH),
CARLOAD, MINIMUM WEIGHT 40,000 POUNDS.

Between stations on Richmond Division.

IN CENTS PER 100 POUNDS.

DISTANCES.	Rate	DISTANCES.	Rate.
5 miles and under.....	2	140 and over 120 miles.....	5½
10 and over 5 miles.....	2½	160 and over 140 miles.....	6
15 and over 10 miles.....	2½	180 and over 160 miles.....	6½
20 and over 15 miles.....	3	200 and over 180 miles.....	7
40 and over 20 miles.....	3	220 and over 200 miles.....	7½
50 and over 40 miles.....	3½	240 and over 220 miles.....	8
60 and over 50 miles.....	3½	260 and over 240 miles.....	8½
70 and over 60 miles.....	4	280 and over 260 miles.....	9
100 and over 70 miles.....	4½	300 and over 280 miles.....	9½
120 and over 100 miles.....	5		

Rate Table No. 11.

LOGS (PERSIMMON, PINE, POPLAR, HICKORY, OAK, DOGWOOD,
CYPRESS, GUM AND ASH), CARLOAD, MINIMUM
WEIGHT 40,000 POUNDS.

Between stations on Washington Division.

IN CENTS PER 100 POUNDS.

DISTANCES.	Rate.	DISTANCES.	Rate.
5 miles and under.....	2	90 and over 80 miles.....	4½
10 and over 5 miles.....	2½	100 and over 90 miles.....	5
15 and over 10 miles.....	2½	120 and over 100 miles.....	5½
20 and over 15 miles.....	3	140 and over 120 miles.....	5½
25 and over 20 miles.....	3	160 and over 140 miles.....	6
30 and over 25 miles.....	3½	180 and over 160 miles.....	6½
35 and over 30 miles.....	4	200 and over 180 miles.....	7
40 and over 35 miles.....	4	220 and over 200 miles.....	7½
50 and over 40 miles.....	4	240 and over 220 miles.....	8
60 and over 50 miles.....	4½	260 and over 240 miles.....	8½
70 and over 60 miles.....	4½	280 and over 260 miles.....	9
80 and over 70 miles.....	4½	300 and over 280 miles.....	9½

SOUTHERN RAILWAY COMPANY—COMMODITY RATES—CONTINUED.

Rate Table No. 12.—Continued.

NOTE 1.—Rule applicable to commodity rates on Firewood.

Cars to be loaded and unloaded by owners; if by the Railway Company, an additional charge of 20 cents per cord for loading and 20 cents per cord for unloading will be made.

NOTE 2.—Transfer charge at Emporia, Va., on carload shipments.

Between standard gauge and narrow gauge cars on carload shipments of Lumber and other Forest Products, \$2.00 per standard gauge car, on Brick and Stone, \$3.00 per standard gauge car, to be added to the regular freight rate. Shipments of bulk freight, such as bulk grain, etc., with the exception of brick and stone, cannot be handled nor can carload shipments of Live Stock be handled on the Claremont Branch of the Southern Railway.

NOTE 3.—Application of commodity rates on Stick Bark, carloads.

The commodity rates on Stick Bark will apply only to points on the Southern Railway from which the manufactured products are shipped out over the Southern Railway.

Stick Bark other than the above described to be charged 20 per cent. higher.

SURRY, SUSSEX AND SOUTHAMPTON RAILWAY.

Freight Tariff, revised to December 31, 1912.

CLASS RATES.

Governed by Virginia Classification with the following

MINIMUM CHARGES.

Packages (except liquids) weighing 25 lbs. and under.....	15 cents
Packages (except liquids) weighing over 25 lbs.....	30 cents
On Liquids.....	25 cents

TIDEWATER AND WESTERN RAILROAD COMPANY.

Freight Tariff, revised to December 31, 1912.

Table showing names of Stations and Tariff Numbers to be used in ascertaining the rates between Stations named in connection with the accompanying Freight Tariff.

⁴⁵ See explanation at foot of page.

[illegible]

***Propay Station.**

EXPLANATION.

The numbers given above indicate the Tariffs or sets of rates to be used in assessing freight between points named when used in connection with Tariffs on next page. For example To ascertain rates to be used, say between Belona and Chester, find Belona along the list of stations at the top, and where the column headed "Belona" meets the line for "Chester" will be found 7. This refers to Tariff No. 7, which should be used between the two points named. For class rates this Table refers to Tariff at top of next page, and for commodity rates to Tariff at bottom of next page.

TIDEWATER AND WESTERN RAILROAD COMPANY—CONTINUED.

CLASS RATES.

REFER- ENCE.	Per 100 Pounds.										Per bbl.	Per 100 lbs.	Per ton of 2,000 pounds	Per car of 20,000 lbs.			
	1	2	3	4	5	6	A	B	C	D		K	L	M	N	O	P
Tariff No. 1..	13	11	9	8½	5½	4½	4½	4½	4½	4½		4½	55	75	9 90	7 70	5 50
Tariff No. 2..	17½	14½	12	10	7½	6½	6½	6½	6½	6½		5½	55	90	11 00	8 80	7 70
Tariff No. 3..	23	17½	14½	12	10	9	7½	9	7½	7½		6½	75	1 00	14 30	9 90	8 80
Tariff No. 4..	26½	21	16½	14½	12	11	9	11	9	9		6½	80	1 10	16 50	11 00	9 90
Tariff No. 5..	29½	24	18½	16½	13	11	9	11	10	9		6½	90	1 10	18 70	12 10	9 90
Tariff No. 6..	33	26½	21	17½	14½	11	9	11	11	9		7½	1 00	1 20	20 90	13 20	11 00
Tariff No. 7..	36½	28½	23	18½	16½	12	10	12	12	10		7½	1 00	1 20	23 40	14 30	12 00
Tariff No. 8..	39½	31	25½	20	17½	12	10	12	13	10		7½	1 10	1 30	25 30	15 40	13 20
Tariff No. 9..	43	33	27½	20	17½	13	11	14	14	11		9	1 10	1 38	27 50	17 60	14 30
Tariff No. 10..	45	35	29½	20	18	14	12	15½	14½	12		9	1 30	1 55	29 70	19 80	15 40
Tariff No. 11..	47	37	31	20	18	14	12	15½	14½	12		9	1 32	1 55	31 90	22 00	16 50

COMMODITY RATES.

REFERENCE.	Brick, building and paving (common or pressed), C. L. minimum 20,000 pounds.	IN CENTS PER HUNDRED POUNDS UNLESS OTHERWISE SPECIFIED.						
		Billets; see Logs.	Canned Goods, in boxes, L. C. L.	*Fertiliser, C. L. Per ton 2,000 pounds.	Logs and Billets, pine, oak and hickory, car- load min. 20,000 pounds (see Note).	Lumber, pine, oak, hickory, gum and maple, carload, min. 20,000 pounds (see Note.)	Wood, cord, pine, oak and hickory, carload min. 20,000 pounds.	Wood, poplar, carload min. 18,000 pounds.
Tariff No. 1.....	Class P rates.	.....	6½	60	2½	3	2½	3½
Tariff No. 2.....		.....	10	72	3½	3½	2½	3½
Tariff No. 3.....		.....	12	88	3½	3½	2½	3½
Tariff No. 4.....		.....	14½	88	4½	5	3½	4½
Tariff No. 5.....		.....	16½	1 00	4½	5	3½	4½
Tariff No. 6.....		.....	17½	1 00	5	5½	3½	4½
Tariff No. 7.....		.....	18½	1 10	5	5½	3½	4½
Tariff No. 8.....		.....	20	1 20	5½	6	4	5
Tariff No. 9.....		.....	20	1 20	5½	6	4½	5
Tariff No. 10.....		.....	20	1 32	6	6½	4½	5
Tariff No. 11.....		.....	20	1 32	6	6½	4½	5

*Fertilizer less carloads, 20 per cent. higher than carload.

Shippers are required to load and unload classes K, L, M, N, O and P; also Lumber and analogous articles.

A carload is 20,000 pounds, unless otherwise stated in Classification, and all excess over car load will be charged for in proportion.

NOTE.—Rates on lumber will also apply on laths, staves, shingles, cedar posts, stick bark hop poles, hoop poles and hoop splite in bundles; carload minimum 20,000 pounds.

On Dogwood Timber, apply rates shown above on logs and billets.

VALLEY RAILROAD COMPANY OF VIRGINIA.

See The Baltimore and Ohio Railroad Company.

THE VIRGINIAN RAILWAY COMPANY.

Freight Tariff, revised to December 31, 1912.

CLASS RATES.

Governed by Virginia Classification with Exception Sheet No. 4 thereto.

[illegible]

THE VIRGINIAN RAILWAY COMPANY—COMMODITY RATES—CONTINUED.

LIST OF ARTICLES TAKING RATES SHOWN IN COMMODITY RATE TABLE No. 1.

List of Iron and Steel Articles taking rates shown in Rate Bases "CC" and "DD".

Carload minimum weight 36,000 pounds, except where otherwise shown in Notes F, G, H and I, below.

Angle.		
Annealing Boxes, tops and bottoms, cast iron or steel, in the rough, carloads.		
Annealing Pots (iron or steel), carloads.		
Arch Bars.		
Arches, floor, corrugated, in sections, nested.		
Axe Poles in the rough.		
Axles.		
Axles, new.		
Axles, car, old, carloads, per gross ton 2,240 pounds same as 2,000 pounds (Note F).		
Band.		
Bar (Note A).		
Beams.		
Billets, not otherwise specified.		
Billets, less than carloads (Note J).		
Billets, carloads, per gross ton 2,240 pounds, same as 2,000 pounds (Notes F and J).		
Black Plate.		
Blooms, not otherwise specified.		
Blooms, less than carloads (Note J).		
Blooms, carloads, per gross ton 2,240 pounds, same as 2,000 pounds (Notes F and J).		
Boiler.		
Boiler Flues, welded.		
Bolts, bridge or barge, 12 inches or over in length, loose.		
Bolts, in boxes, kegs or in bulk in gunny bags.		
Bolts, lugs, in boxes, kegs or in bulk in gunny bags.		
Boring, iron or steel, carloads, per gross ton 2,240 pounds, same as 2,000 pounds (Note F).		
Box Straps, in packages.		
Brake Beams.		
Brake Jaws, wrought iron.		
Brake Shafts or Rods.		
Brake Shoes.		
Brick Bonds or Wall Ties, in boxes or barrels.		
Bridge.		
Bumpers.		
Car Bolsters.		
Car Bolster Bearings, in packages.		
Car Bolster Caps.		
Grate Bars.	pressed or forged; not acid coppered, plated, any bags; Loose, each bundles, weighing 15	
	in boxes or kegs, actual weight.	
	ton 2,240 pounds, same as 2,000 pounds (Note F).	
	car.	
Locomotive Wheels and Tires.		
Muck or Puddle Bars, less than carload.		
Muck or Puddle Bars, carloads, per gross ton 2,240 pounds, same as 2,000 pounds (Note F).		
Nail Plate.		
	weight.	
	boxes.	
	in gunny bags.	
Pipe, cast, plain or porcelain-lined (Note I).		
Pipe, sheet-iron, cement-lined, carloads.		
Pipe, steel, riveted, not exceeding 4 feet in diameter, carloads.		

Car Couplers.	Pipe, wrought, not in coils.
Car Coupler Knuckles.	Pipe Balls, in packages, less than carloads.
Car Sides, Ends, Floors and Carlines (Car Roof Supports), pressed steel.	Pipe Balls, carloads.
Car Sills (pressed steel), riveted together in underframes.	Pipe Fittings.
Car Stakes, pressed steel.	Plate, not including Armor Plate and Deck Plate for war vessels.
Car Stakes, tubular steel.	Poles, Pole Irons and Mast Arms, electric light or railway.
Car Truck Frames.	Rail Braces.
	Rail Joints.
	Rails, new or old, less than carload.
	Rails, old, regardless of the purpose for which they are used, carloads, per gross ton 2,240 pounds, same as 2,000 pounds (Note F).
	Steel.
	of iron pipe), in boxes, barrels or bundles, less than
	of iron pipe), carloads.
	bulk in gunny bags.
	less than carloads.
	less than 2,240 pounds, same as 2,000 pounds (Note F).
	Scrap, in barrels or casks, less than carloads.
	Scrap, carloads, per gross ton 2,240 pounds, same as 2,000 pounds (Note H).
	airload, shipped loose, when in pieces too
	0 pounds, same as 2,000 pounds, pressed
	only, minimum weight 20 tons.
	unfinished, not key-seated or key-leaved,
	higher (Note E).
	Sheet, corrugated.
	Sheet, galvanized.
	Sheet Bars, less than carloads.
	Steel Bars, carloads, per gross ton 2,240 pounds, same as 2,000 pounds (Note F).
	Shingle Bands, in bundles or barrels.
	Shovel Blanks.
	Skelp.
	Slabs, less than carloads (Note K).
	Slabs, carloads, per gross ton 2,240 pounds, same as 2,000 pounds (Notes F and K).
	Slot Rails, old; same as Rails, old.
	Spiegel Iron or Spiegeleisen, less than carloads.
	Spiegel Iron or Spiegeleisen, carloads, per gross ton 2,240 pounds, same as 2,000 pounds (Note F).
	Spikes, in boxes or kegs, actual weight.
	Spikes, barrow (or teeth, straight), in boxes, barrels or in bulk in gunny sacks.
	Splices, railroad.
	Spring Plates, car.
Chain Iron (not iron chain), coils, carloads, per gross ton 2,240 pounds, same as 2,000 pounds (Note F).	
Chain or Chain Cable, made of 5-8 inch iron or over, loose.	
Chain or Chain Cable, in packages.	
Chain or Chain Cable, loose, carloads.	
Chain or Link Belting, iron or steel, in barrels.	
Chain or Link Belting, when shipped in bundles, wired together, weighing 15 pounds or more, carloads.	
Chairs, railroad.	
Channels.	
Cinder, carloads, per gross ton 2,240 pounds, same as 2,000 pounds (Note F).	
Columns.	
Conduit Pipe, wrought iron.	
Corner Irons, car.	
Cotton Ties.	
Cotton Tie Buckles, in barrels or boxes, less than carloads.	
Cotton Tie Buckles, carloads.	
Crop Ends, in packages, less than carloads.	
Crop Ends, carloads, per gross ton 2,240 pounds, same as 2,000 pounds (Note F).	
Culverts, cast or wrought.	
Culverts, corrugated or plain, knocked down, nested.	
Drawbars.	
Drawheads.	
Ferro-Manganese, less than carloads.	
Ferro-Manganese, carloads, per gross ton 2,240 pounds, same as 2,000 pounds (Note F).	
Ferro Silicon, less than carloads.	
Ferro Silicon, carloads, per gross ton 2,240 pounds, same as 2,000 pounds (Note F).	
Fish Plates, railroad.	

NOTE H.—Articles bearing reference to Note H will be subject to minimum carload weight of 20 gross tons.

NOTE I.—When cars are loaded wholly with pipe 18 inches or more in diameter, 24,000 pounds minimum; when cars are loaded wholly or in part with pipe less than 18 inches in diameter 30,000 pounds minimum.

NOTE J.—The rates on Billets and Blooms will apply only upon such unfinished materials as are intended to be re-rolled and can be transported in open cars without damage from exposure to weather, and which are covered by the following description: Billets and Blooms, the combined measurement of the width of the four sides of each being not less than fourteen (14) inches; also Billets in less sizes than the above named, provided they are square (not round, flat or oval), the minimum size to be not less than one and one-quarter (1¼) inches square, and the weight of each being not less than 150 pounds.

NOTE K.—The rates on Slabs will apply only upon such unfinished materials as are intended to be re-rolled and can be transported in open cars without damage from exposure to weather, and which are covered by the following description: Slabs, rough and unfinished, the combined measurement of the width of the four sides of each being not less than fourteen (14) inches, and each slab to be not less than one and one-half (1½) inches in thickness.

Unless otherwise specified, the rates established in connection with the Special Iron List are not to apply on the articles specified above in L. C. L. quantities, when shipped loose, weighing less than 10 pounds each, or in bundles weighing less than 10 pounds per bundle. Such shipments will be subject to rating of Classification and Exception Sheet governing.

The only articles entitled to the Special Iron List rates are those specifically mentioned above and shipped as herein provided, and such articles will not be taken at the Special Iron List rates when the same are not packed or put up for shipment as specifically provided herein.

Shippers will be required to specify in their shipping orders the number of pieces and packages in less than carload shipments of Iron and Steel Articles.

**THE VIRGINIAN RAILWAY COMPANY—COMMODITY
RATES—CONTINUED.**

Commodity Rate Table No. 2.

SECTION A.

STICK BARK, CARLOADS.

(For tanning, grinding or manufacturing purposes, the product to be shipped over The Virginian Railway).

Cars inside length 35 feet and over.....Minimum weight 24,000 pounds.
Cars inside length less than 35 feet.....Minimum weight 20,000 pounds.

(Rates on Stick Bark, the product of which is not to be shipped over the Virginian Railway, will be in accordance with B, below).

DISTANCES.	Per ton 2,000 pounds.	DISTANCES.	Per ton 2,000 pounds.
10 miles and under.....	\$ 60	140 and over 130 miles.....	\$ 1 60
20 and over 10 miles.....	70	160 and over 140 miles.....	1 65
30 and over 20 miles.....	75	180 and over 160 miles.....	1 70
40 and over 30 miles.....	80	200 and over 180 miles.....	1 75
50 and over 40 miles.....	85	220 and over 200 miles.....	1 80
60 and over 50 miles.....	90	240 and over 220 miles.....	1 85
70 and over 60 miles.....	95	260 and over 240 miles.....	1 90
80 and over 70 miles.....	1 00	280 and over 260 miles.....	1 95
90 and over 80 miles.....	1 10	300 and over 280 miles.....	2 00
100 and over 90 miles.....	1 20	320 and over 300 miles.....	2 05
110 and over 100 miles.....	1 30	340 and over 320 miles.....	2 10
120 and over 110 miles.....	1 40	360 and over 340 miles.....	2 15
130 and over 120 miles.....	1 50		

SECTION B.

STICK TAN BARK, CARLOADS.

Cars inside length 35 feet and over.....Minimum weight 24,000 pounds.
Cars inside length less than 35 feet.....Minimum weight 20,000 pounds.

(Rates on Stick Bark, product from which is to be shipped over The Virginian Railway, will be in accordance with Section A, above.)

DISTANCES.	Per ton 2,000 pounds.	DISTANCES.	Per ton 2,000 pounds.
10 miles and under.....	\$ 72	140 and over 130 miles.....	\$ 1 92
20 and over 10 miles.....	84	160 and over 140 miles.....	1 98
30 and over 20 miles.....	90	180 and over 160 miles.....	2 04
40 and over 30 miles.....	96	200 and over 180 miles.....	2 10
50 and over 40 miles.....	1 02	220 and over 200 miles.....	2 16
60 and over 50 miles.....	1 08	240 and over 220 miles.....	2 22
70 and over 60 miles.....	1 14	260 and over 240 miles.....	2 28
80 and over 70 miles.....	1 20	280 and over 260 miles.....	2 34
90 and over 80 miles.....	1 32	300 and over 280 miles.....	2 40
100 and over 90 miles.....	1 44	320 and over 300 miles.....	2 46
110 and over 100 miles.....	1 56	340 and over 320 miles.....	2 52
120 and over 110 miles.....	1 68	360 and over 340 miles.....	2 58
130 and over 120 miles.....	1 80		

THE VIRGINIAN RAILWAY COMPANY—COMMODITY RATES—
CONTINUED.

Commodity Rate Table No. 3.

COAL, CARLOADS.

Minimum weights: On Anthracite, 30,000 pounds; on Bituminous, 40,000 pounds.

Per ton 2,000 pounds.

DISTANCES.	Rate	DISTANCES.	Rate
10 miles and under.....	\$ 55	180 and over 170 miles.....	\$1 85
15 and over 10 miles.....	60	190 and over 180 miles.....	1 85
20 and over 15 miles.....	75	200 and over 190 miles.....	1 90
30 and over 20 miles.....	95	210 and over 200 miles.....	1 90
40 and over 30 miles.....	1 10	220 and over 210 miles.....	1 95
50 and over 40 miles.....	1 25	230 and over 220 miles.....	1 95
60 and over 50 miles.....	1 35	240 and over 230 miles.....	1 95
70 and over 60 miles.....	1 45	250 and over 240 miles.....	1 95
80 and over 70 miles.....	1 50	260 and over 250 miles.....	2 00
90 and over 80 miles.....	1 55	270 and over 260 miles.....	2 00
100 and over 90 miles.....	1 60	280 and over 270 miles.....	2 05
110 and over 100 miles.....	1 60	290 and over 280 miles.....	2 10
120 and over 110 miles.....	1 65	300 and over 290 miles.....	2 10
130 and over 120 miles.....	1 65	310 and over 300 miles.....	2 15
140 and over 130 miles.....	1 70	320 and over 310 miles.....	2 15
150 and over 140 miles.....	1 75	330 and over 320 miles.....	2 15
160 and over 150 miles.....	1 75	340 and over 330 miles.....	2 15
170 and over 160 miles.....	1 80	350 and over 340 miles.....	2 20

Commodity Rate Table No. 4.

COKE, CARLOADS, MINIMUM WEIGHT 30,000 POUNDS.

DISTANCES.	Rate per ton of 2,000 lbs.	DISTANCES.	Rate per ton of 2,000 lbs.
10 miles and under.....	\$ 60	180 and over 170 miles.....	\$2 05
15 and over 10 miles.....	65	190 and over 180 miles.....	2 05
20 and over 15 miles.....	1 05	200 and over 190 miles.....	2 10
30 and over 20 miles.....	1 20	210 and over 200 miles.....	2 10
40 and over 30 miles.....	1 30	220 and over 210 miles.....	2 15
50 and over 40 miles.....	1 40	230 and over 220 miles.....	2 15
60 and over 50 miles.....	1 50	240 and over 230 miles.....	2 20
70 and over 60 miles.....	1 60	250 and over 240 miles.....	2 20
80 and over 70 miles.....	1 70	260 and over 250 miles.....	2 25
90 and over 80 miles.....	1 75	270 and over 260 miles.....	2 25
100 and over 90 miles.....	1 80	280 and over 270 miles.....	2 30
110 and over 100 miles.....	1 80	290 and over 280 miles.....	2 35
120 and over 110 miles.....	1 85	300 and over 290 miles.....	2 35
130 and over 120 miles.....	1 85	310 and over 300 miles.....	2 40
140 and over 130 miles.....	1 90	320 and over 310 miles.....	2 40
150 and over 140 miles.....	1 95	330 and over 320 miles.....	2 40
160 and over 150 miles.....	1 95	340 and over 330 miles.....	2 40
170 and over 160 miles.....	2 00		

**THE VIRGINIAN RAILWAY COMPANY—COMMODITY RATES—
CONTINUED.**

Commodity Rate Table No. 5.

**LIMESTONE, GROUND, FOR ACID SOIL TREATMENT, CARLOAD
MINIMUM WEIGHT 60,000 POUNDS.**

DISTANCES.	Rates per ton 2,000 pounds.	DISTANCES.	Rates per ton 2,000 pounds.
10 miles and under.....	\$ 30	215 and over 210 miles.....	\$ 1 07½
20 and over 10 miles.....	30	220 and over 215 miles.....	1 10
30 and over 20 miles.....	30	225 and over 220 miles.....	1 12½
40 and over 30 miles.....	35	230 and over 225 miles.....	1 15
50 and over 40 miles.....	40	235 and over 230 miles.....	1 17½
60 and over 50 miles.....	45	240 and over 235 miles.....	1 20
70 and over 60 miles.....	47	245 and over 240 miles.....	1 22½
80 and over 70 miles.....	50	250 and over 245 miles.....	1 25
90 and over 80 miles.....	54	255 and over 250 miles.....	1 27½
100 and over 90 miles.....	60	260 and over 255 miles.....	1 30
110 and over 100 miles.....	66	265 and over 260 miles.....	1 32½
120 and over 110 miles.....	72	270 and over 265 miles.....	1 35
130 and over 120 miles.....	78	275 and over 270 miles.....	1 37½
140 and over 130 miles.....	85	280 and over 275 miles.....	1 40
150 and over 140 miles.....	87½	285 and over 280 miles.....	1 42½
160 and over 150 miles.....	90	290 and over 285 miles.....	1 45
170 and over 160 miles.....	92½	295 and over 290 miles.....	1 47½
180 and over 170 miles.....	95	300 and over 295 miles.....	1 50
190 and over 180 miles.....	97½	310 and over 300 miles.....	1 50
200 and over 190 miles.....	1 00	320 and over 310 miles.....	1 50
205 and over 200 miles.....	1 02½	330 and over 320 miles.....	1 50
210 and over 205 miles.....	1 05		

THE VIRGINIAN RAILWAY COMPANY—COMMODITY RATES—
CONTINUED.

Commodity Rate Table No. 6.
LIVE STOCK—CARLOADS.

DISTANCES.	RATES PER CAR REGARDLESS OF WEIGHT.					
	Horses and Mules.	Cattle.	Calves and Sheep		Hogs.	
			Single deck cars.	Double deck cars.	Single deck cars.	Double deck cars.
10 miles and under.....	\$ 16 00	\$ 14 00	\$ 9 80	\$ 12 60	\$ 11 20	\$ 15 40
20 and over 10 miles.....	20 00	16 00	11 20	14 40	12 80	17 60
30 and over 20 miles.....	22 00	18 00	12 60	16 20	14 20	19 80
40 and over 30 miles.....	24 00	20 00	14 00	18 00	16 00	22 00
50 and over 40 miles.....	26 00	22 00	15 40	19 80	17 60	24 20
60 and over 50 miles.....	28 00	24 00	16 80	21 60	19 20	26 40
70 and over 60 miles.....	30 00	26 00	18 20	23 40	20 80	28 60
80 and over 70 miles.....	32 00	27 00	18 90	24 30	21 60	29 70
90 and over 80 miles.....	34 00	28 00	19 60	25 20	22 40	30 80
100 and over 90 miles.....	36 00	29 00	20 30	26 10	23 20	31 90
110 and over 100 miles.....	38 00	30 00	21 00	27 00	24 00	33 00
120 and over 110 miles.....	40 00	31 00	21 70	27 90	24 80	34 10
130 and over 120 miles.....	42 00	32 00	22 40	28 80	25 60	35 20
140 and over 130 miles.....	43 00	33 00	23 10	29 70	26 40	36 30
150 and over 140 miles.....	44 00	34 00	23 80	30 60	27 20	37 40
160 and over 150 miles.....	45 00	35 00	24 50	31 50	28 00	38 50
170 and over 160 miles.....	46 00	36 00	25 20	32 40	28 80	39 50
180 and over 170 miles.....	47 00	37 00	25 90	33 30	29 60	40 70
190 and over 180 miles.....	48 00	38 00	26 60	34 20	30 40	41 80
200 and over 190 miles.....	48 00	38 00	26 60	34 20	30 40	41 80
210 and over 200 miles.....	50 00	40 00	28 00	36 00	32 00	44 00
220 and over 210 miles.....	51 00	41 00	28 70	36 90	32 80	45 10
230 and over 220 miles.....	52 00	42 00	29 40	37 80	33 60	46 20
240 and over 230 miles.....	54 00	44 00	30 80	39 60	35 20	48 40
250 and over 240 miles.....	56 00	46 00	32 20	41 40	36 80	50 60
260 and over 250 miles.....	58 00	48 00	33 60	43 20	38 40	52 80
261 miles and over	60 00	50 00	35 00	45 00	40 00	55 00

Rates on mixed carloads of Live Stock:

Cattle and Calves, in partially double-deck cars, 10 per cent. higher than Cattle.

Cattle and Sheep, in partially double-deck cars (sheep to be separated from cattle by partition), 10 per cent. higher than Cattle.

Cattle and Hogs, Sheep or Calves, in single-deck cars (hogs or sheep to be separated from cattle by partition), same as Cattle.

Cattle and Hogs, in partially double-deck cars (hogs to be separated from cattle by partition), same as Hogs, double-deck.

Horses and Cattle (horses to be separated from cattle by partition). same as Horses.

Horses and Hogs or Sheep, in single-deck or partially double-deck cars (hogs or sheep, to be separated from horses by partition), same as Horses.

Hogs and Calves, or Hogs and Sheep, or Hogs, Sheep and Calves (hogs to be separated from sheep and calves by partition), same as Hogs.

THE VIRGINIAN RAILWAY COMPANY—COMMODITY RATES—
CONTINUED.

Commodity Rate Table No. 7.

LUMBER, VIRGINIA PINE IN THE ROUGH, CARLOAD,
MINIMUM WEIGHT, 34,000 POUNDS.

Applicable between Stations Norfolk to Altavista, inclusive, including
points on Sewalls Point Branch.

DISTANCES.	Rates in cents per 100 pounds.
10 miles and under.....	3
20 and over 10 miles.....	3½
30 and over 20 miles.....	4
40 and over 30 miles.....	4½
50 and over 40 miles.....	5
60 and over 50 miles.....	5½
70 and over 60 miles.....	6
80 and over 70 miles.....	6½
90 and over 80 miles.....	7
100 and over 90 miles.....	7½
120 and over 100 miles.....	8
140 and over 120 miles.....	8½
160 and over 140 miles.....	9
180 and over 160 miles.....	9½
210 and over 180 miles.....	10

THE VIRGINIAN RAILWAY COMPANY—COMMODITY RATES—
CONTINUED.

Commodity Rate Table No. 8.

BILLETS, LOGS AND OTHER UNSAWED STOCK, AND ROUGH
LUMBER, CARLOADS, 40,000 POUNDS MINIMUM.

(To be sawed or worked into finished stock for re-shipment over The
Virginian Railway.)

Applicable between Stations, Norfolk to Altavista, inclusive (see Rules
below).

IN CENTS PER HUNDRED POUNDS.

DISTANCES.	Rate.	DISTANCES.	Rate.
10 miles and under.....	2	110 and over 100 miles.....	4½
20 and over 10 miles.....	2¼	120 and over 110 miles.....	4¾
30 and over 20 miles.....	2½	130 and over 120 miles.....	5
40 and over 30 miles.....	2¾	140 and over 130 miles.....	5½
50 and over 40 miles.....	3	150 and over 140 miles.....	5½
60 and over 50 miles.....	3¼	160 and over 150 miles.....	5¾
70 and over 60 miles.....	3½	170 and over 160 miles.....	6
80 and over 70 miles.....	3¾	180 and over 170 miles.....	6¼
90 and over 80 miles.....	4	190 and over 180 miles.....	6½
100 and over 90 miles.....	4¼	200 and over 190 miles.....	6¾

RULES.

1. Agent at shipping point must not insert these rates in bills of lading nor on waybills, but must
waybill the shipments at regular tariff rates.

2. Rates named herein will not apply on shipments destined to points located on connecting
lines beyond switching limits of the junction point with those lines. Where the raw material is con-
signed to a plant or industry located at a point on a connecting line within switching limits, the switch-
ing charge of that line will be in addition to the rates shown in this tariff; also where the material
originates at a point on a connecting line within switching limits destined to a point on the Virginian
Railway, switching charge of the connecting line will be in addition to these rates. Plants or indus-
tries located on the Norfolk & Portsmouth Belt Line Railroad will be accorded Norfolk rates.

3. At the end of each calendar month the miller or manufacturer must surrender to the agent
at milling or manufacturing point the original paid freight bills covering shipments of raw material,
together with statement of shipments of finished stock or product, showing dates of same and points
of destination.

4. Agent at milling or manufacturing point will then attach copy of billing covering shipments of
finished stock or product from his station to points of destination and forward all papers to the Gen-
eral Claim Agent at Norfolk, Va.

5. The General Claim Agent will then refund to the miller or manufacturer the difference between:

The local rate charged to the } and } the raw material rate shown herein,
milling or manufacturing point. } on basis of the inbound weight.

provided a formal declaration (or affidavit when required) is made by claimant that the outbound
weight represents a fair and just equivalent of the inbound weight after making due allowance for wast-
age or refuse occurring in the milling or manufacturing process.

6. Twelve months' time from date of original expense bill will be allowed for milling or manu-
facturing.

**THE VIRGINIAN RAILWAY COMPANY—COMMODITY RATES—
CONTINUED.**

Commodity Rate Table No. 9.

**BILLETS, LOGS AND ROUGH LUMBER, CARLOADS, 40,000 POUNDS
MINIMUM.**

(To be sawed or worked into finished stock for re-shipment over the
Virginian Railway.)

Applicable between Stations, Altavista and west thereof; also between any Station west of Altavista, to and including Glen Lyn, and any Station east of Altavista, to and including Norfolk (see Notes below).

IN CENTS PER HUNDRED POUNDS.

DISTANCES.	Billets and Logs.	Rough Lumber.	DISTANCES.	Billets and Logs.	Rough Lumber.
10 miles and under	2	2½	170 and over 160 miles.....	7	8½
20 and over 10 miles.....	2½	3	180 and over 170 miles.....	7½	9
30 and over 20 miles.....	3	3½	190 and over 180 miles.....	7½	9
40 and over 30 miles.....	3½	4	200 and over 190 miles.....	8	9½
50 and over 40 miles.....	4	5	210 and over 200 miles.....	8	9½
60 and over 50 miles.....	4½	5½	220 and over 210 miles.....	8½	10
70 and over 60 miles.....	4½	5½	230 and over 220 miles.....	8½	10
80 and over 70 miles.....	5	6	240 and over 230 miles.....	9	11
90 and over 80 miles.....	5	6	250 and over 240 miles.....	9	11
100 and over 90 miles.....	5½	6½	260 and over 250 miles.....	9½	11½
110 and over 100 miles.....	5½	6½	270 and over 260 miles.....	10	12
120 and over 110 miles.....	6	7	280 and over 270 miles.....	10	12
130 and over 120 miles.....	6	7	290 and over 280 miles.....	10½	12½
140 and over 130 miles.....	6½	8	300 and over 290 miles.....	10½	12½
150 and over 140 miles.....	6½	8	301 miles and over.....	10½	12½
160 and over 150 miles.....	7	8½			

RULES.

1. Agent at shipping point must not insert these rates in bills of lading nor on waybills, but must waybill the shipments at regular tariff rates.

2. Rates named herein will not apply on shipments destined to points located on connecting lines beyond switching limits of the junction point with those lines. Where the raw material is consigned to a plant or industry located at a point on a connecting line within switching limits, the switching charge of that line will be in addition to the rates shown in this tariff; also where the material originates at a point on a connecting line within switching limits destined to a point on the Virginian Railway, switching charge of the connecting line will be in addition to these rates. Plants or industries located on the Norfolk & Portsmouth Belt Line Railroad will be accorded Norfolk rates.

3. At the end of each calendar month the miller or manufacturer must surrender to the agent at milling or manufacturing point the original paid freight bills covering shipments of raw material, together with statement of shipments of finished stock or product, showing dates of same and points of destination.

4. Agent at milling or manufacturing point will then attach copy of billing covering shipments of finished stock or product from his station to points of destination and forward all papers to the General Claim Agent at Norfolk, Va.

5. The General Claim Agent will then refund to the miller or manufacturer the difference between:

The local rate charged to the } and { the raw material rate shown herein,
milling or manufacturing point } on basis of the inbound weight,

provided a formal declaration (or affidavit when required) is made by claimant that the outbound weight represents a fair and just equivalent of the inbound weight after making due allowance for wastage or refuse occurring in the milling or manufacturing process.

6. Twelve months' time from date of original expense bill will be allowed for milling or manufacturing.

THE VIRGINIAN RAILWAY COMPANY—COMMODITY RATES—
CONTINUED.

Commodity Rate Table No. 10.

WOOD, CHESTNUT, CARLOAD.

When loading on cars of inside or platform length:

	Carload Minimum.
Under 34 feet.....	11 cords.
34 feet and not over 35 feet.....	12 cords.
Over 35 feet and not over 35 feet, 6 inches.....	13 cords.
Over 35 feet, 6 inches, and not over 36 feet.....	14 cords.
Over 36 feet.....	15 cords.

DISTANCES.	Rate per cord of 128 cubic feet.
5 miles and under.....	\$.65
10 and over 5 miles.....	.70
20 and over 10 miles.....	.80
30 and over 20 miles.....	.90
40 and over 30 miles.....	1.00
50 and over 40 miles.....	1.10
60 and over 50 miles.....	1.15
70 and over 60 miles.....	1.20
80 and over 70 miles.....	1.30
90 and over 80 miles.....	1.45
100 and over 90 miles.....	1.55
120 and over 100 miles.....	1.70
150 and over 120 miles.....	1.80
175 and over 150 miles.....	1.90
200 and over 175 miles.....	2.05
230 and over 200 miles.....	2.15
260 and over 230 miles.....	2.20
300 and over 260 miles.....	2.30
350 and over 300 miles.....	2.40

Commodity Rate Table No. 11.

WOOD, PULP, VIZ.: ASH, CUCUMBER, GUM, LYNN, MAPLE, POP-
LAR AND WILLOW, CARLOAD, MINIMUM WEIGHT,
34,000 POUNDS.

DISTANCES.	Rates per ton of 2,000 pounds.
20 miles and under.....	\$.60
30 and over 20 miles.....	.70
40 and over 30 miles.....	.70
60 and over 40 miles.....	.85
80 and over 60 miles.....	.95
100 and over 80 miles.....	1.10
150 and over 100 miles.....	1.20
200 and over 150 miles.....	1.30
250 and over 200 miles.....	1.45
300 and over 250 miles.....	1.55
350 and over 300 miles.....	1.70

VIRGINIA-CAROLINA RAILWAY COMPANY.

Freight Tariff, revised to December 31, 1912.

CLASS RATES.

Governed by Virginia Classification with Exception Sheet No. 4 thereto.

COMMODITY RATES.

In cents per 100 pounds, unless otherwise shown.

DISTANCES	Brick, Stone, Sand, Slag, C. L. minimum 40,000 lbs.		Coke, Fire Brick and Clay, Cement, Calcine Plaster, Roof Slate, Lime (building), Tar, Tile (drain), Sewer Pipe, Manganese Ore, Pig Iron, C. L. min. 30,000 lbs.		Fertilizers, Per ton of 2,000 lbs.		Grain, Flour, Corn Meal, Grits, Hominy and Mill Offal, C. L. min. 30,000 lbs.		Grain, Grain Products, etc., in mixed C. L., Grain Bids applies.		Hay, Straw, Shucks, and Fodder, pressed in bales, C. L. min. 20,000		Ice, C. L., minimum 30,000 lbs.		Iron and Steel Rails, second-hand (with fastenings), C. L. minimum 40,000 lbs. Per ton of 2,000 lbs.		Oak and Hemlock Lumber and Logs, Oak Staves, and Heading. (see Note below).		Lumber, Logs, etc., C. L. min. 30,000 lbs.		Salt, C. L., minimum 30,000 lbs.		Wood, fire, C. L., minimum 12 cords, per cord.	
5 miles and under.....	2	2			\$ 50	\$ 60	2				4		2		\$ 50		2		2		2		\$ 70	
10 and over 5 miles.....	2	2			70	84	3				5		4		50		3		2		2		80	
15 and over 10 miles.....	3	3			90	1 08	4				6		5		75		3		4		4		85	
20 and over 15 miles.....	4	4			1 10	1 33	5				7		6		80		4		5		5		90	
25 and over 20 miles.....	5	5			1 20	1 44	7				9		7		85		5		6		6		95	
30 and over 25 miles.....	6	6			1 30	1 56	8				10		8		1 05		6		7		7		1 00	
35 and over 30 miles.....	7	7			1 40	1 68	9				11		9		1 10		7		7		7		1 05	

Note.—Articles in Lumber List are as follows:

Barrel Shooks,
Box Shooks,
Box Stuff,
Cooperage Stock,
Heading Bolts,
Hoops,
Hoop Poles,
Hop Poles,
Laths,

Logs,
Pickets (wooden),
Picture Backing,
Piles,
Posts,
Pump Tubing,
Spoke Timber (in the rough),
Shingles,
Shooks,

Slabs,
Stave Bolts,
Staves and Heading,
Telegraph Cross Arms,
Telegraph Poles,
Ties, railroad, cross,
Timber,
Wooden Paving Block.

VIRGINIA-CAROLINA RAILWAY COMPANY—COMMODITY RATES—
CONTINUED.

LIVE STOCK, CARLOAD (see Note).

DISTANCES.	LIVE STOCK, PER CARLOAD.					
	Horses and Mules.	Cattle.	Calves and Sheep.		Hogs.	
			Single deck cars.	Double deck cars.	Single deck cars.	Double deck cars.
5 miles and under.....	\$10 00	\$ 9 00	\$ 7 00	\$ 9 00	\$ 8 00	\$10 00
10 and over 5 miles.....	12 50	11 00	10 00	12 00	11 00	13 00
15 and over 10 miles.....	15 00	14 00	12 00	14 00	13 00	16 00
20 and over 15 miles.....	16 00	15 00	13 00	16 00	15 00	18 00
25 and over 20 miles.....	20 00	18 00	16 00	20 00	18 00	21 00
30 and over 25 miles.....	25 00	23 00	20 00	22 00	21 00	25 00
35 and over 30 miles.....	30 00	28 00	24 00	24 00	24 00	29 00

NOTE.—Carload minimum weights:

Sheep, Lambs and Calves.	Single deck.....	14,000 pounds
	Double deck.....	18,000 "
Hogs.....	Single deck.....	16,000 "
	Double deck.....	22,000 "
Cattle.....		20,000 "
Cattle and Calves.....	Partially double deck.....	22,000 "
	All other carload shipments.....	20,000 "

The rates on mixed cars of live stock (properly partitioned or decked) are as follows:
Cattle and Calves in partly double-decked cars, 10 per cent. higher than rate on Cattle.
Cattle and Sheep in partly double-decked cars, 10 per cent. higher than rate on Cattle.
Cattle with Hogs, Sheep or Calves, in single-decked cars, same as Cattle.
Cattle and Hogs in partly double-decked cars, same as Hogs, double-decked.
Horses and Cattle, same as Horses.
Horses and Hogs or Sheep, same as Horses.
Hogs and Calves, or Hogs and Sheep, or Hogs, Sheep and Calves, same as Hogs.

VIRGINIA-SOUTHERN RAILROAD COMPANY.

Freight Tariff, revised to December 31, 1912.

CLASS RATES.

DISTANCES.	Per 100 pounds.												Per bbl.	Per 100 lbs.		Per ton of 2,000 pounds.		Per car of 20,000 lbs.		
													F							
	1	2	3	4	5	6	A	B	C	D	E	H		J	K	L	*M	N	O	P
5 miles and under.....	9	8	7	6	5	4	4	5	5	5	5	6	10	6	4	80	80	10 00	8 00	8 00
10 and over 5 miles.....	10	10	10	10	9	8	8	9	9	9	9	10	18	10	8	1 60	1 60	18 00	16 00	16 00
Over 10 miles.....	10	10	10	10	9	8	8	9	9	9	9	10	18	10	8	1 60	1 60	18 00	16 00	16 00

*Class M Rates apply also per ton of 2240 pounds on articles so rated in Virginia Classification.
Governed by Virginia Classification.
The minimum charge for V.-S. R. R. on shipments to or from Marion and Rye Valley Railway is 10 cents.

COMMODITY RATES.

DISTANCES.	RATES PER CAR, REGARDLESS OF WEIGHT.					
	Horses and Mules.	Cattle.	Calves and Sheep.		Hogs.	
			Single deck cars.	Double deck cars.	Single deck cars.	Double deck cars.
10 miles and under.....	16 00	14 00	9 80	12 60	11 20	15 40
Over 10 miles.....	20 00	16 00	11 20	14 40	12 80	17 60

RATES IN CENTS PER 100 POUNDS UNLESS OTHERWISE SHOWN.

ARTICLES.	Distances 5 miles and under	Distances 20 miles and over 5 miles.
Agricultural Machinery and Implements, C. L. 24,000 pounds minimum.....	6	6
Bark, stick, tan, C. L. 20,000 pounds minimum, per ton of 2,000 pounds.....	75	\$1 00
Billets, wood; Bolts, wood; Logs, unbarked; Small Timbers; C. L. 40,000 pounds minimum, per car of 40,000 pounds.....	\$5 00	5 00
Brick, common, C. L., minima as follows (see Note below), per 1,000 brick:		
Cars of—		
Capacity 60,000 pounds or less.....	50	90
Capacity 80,000 and over 60,000 pounds.....		
Capacity 100,000 and over 80,000 pounds.....		
Minimum.		
10,000 brick		
14,000 brick		
16,000 brick		
NOTE.—When a car of certain capacity is ordered for loading and the railroad company, for its own convenience, furnishes a car of greater capacity, the carload minimum applicable to car of capacity ordered will be charged for, unless the number of brick loaded is greater than the prescribed carload minimum for car ordered, in which event charge will be made for actual number of brick loaded in car.		
Brick, fire; Clay; Cement; Cement Blocks; C. L. 30,000 pounds minimum.....	2½	5
Canned Goods, C. L. 24,000 pounds minimum.....	2½	5
Cement, C. L.; see Brick, fire, etc.		
Clay, C. L.; see Brick, fire, etc.		
Coal and Coke, C. L. 30,000 pounds minimum, per ton of 2,000 pounds.....	20	20
Eggs, C. L. 20,000 pounds minimum.....	2½	5
Feed, C. L.; see Grain and Grain Products.....		
Fertilizers, viz.: Ashes, Bone Dust, Lime, agricultural; Plaster, land; Tankage; and Guano; C. L. 24,000 pounds, per ton of 2,000 pounds.....	35	70
	85	85
Flour, C. L.; see Grain and Grain Products.		
Fodder, C. L.; see Hay, etc.		

VIRGINIA-SOUTHERN RAILROAD COMPANY—COMMODITY
RATES—CONTINUED.

RATES IN CENTS PER 100 POUNDS UNLESS OTHERWISE SHOWN.

ARTICLES.	Distances 5 miles and under.	Distances 20 miles and over 5 miles.
Fruit, dried, C. L. 30,000 pounds minimum.....	6	6
Grain and Grain Products, viz.:		
Corn Meal, Feed, Flour, Grits, Hominy and Mill Offal, C. L. 30,000 pounds minimum.....	2½	5
Handles and Hubs, in the white, C. L. 24,000 pounds minimum.....	2	2
Hay, Straw, Shucks and Fodder, pressed in bales, C. L. 20,000 pounds minimum.....	4	7
Hominy, C. L.; see Grain and Grain Products.		
Hubs, in the white, C. L.; see Handles.		
Ice, C. L. 24,000 pounds minimum, per ton 2,000 pounds.....	35	70
Iron and Steel Articles, C. L. 24,000 pounds minimum, viz.:		
Bar Iron, Bolts, Castings, Chain, Nails, Pipe, Roofing, Scrap Iron, Spikes and Wire, also Wire Fencing.....	2½	5
Lime, agricultural, C. L.; see Fertilizers.		
Limestone, ground, for agricultural purposes, C. L. 60,000 pounds minimum per ton 2,000 pounds.....	35	35
Logs, unbarked, C. L.; see Billets.		
Logs, saw (to be sawed into lumber for reshipment over Virginia- Southern Railroad), C. L., regardless of weight, per car.....	\$ 2 50	\$ 2 50
Lumber and articles described below taking same rates (except Wood Bolts; Logs, unbarked and saw; Slabs, saw-mill; and Small Timbers, as shown in separate items), C. L. 34,000 pounds minimum, viz.:		
Barrel Shooks, Pickets, wooden, Stave Bolts, Box Shooks, Picture Backing, Staves and Heading, Box Stuff, Piles, Telegraph Cross-Arms, Cooperage Stock, Posts, Telegraph Poles, Heading Bolts, Slabs, Timber, Hoops, Pump Tubing, Ties, railroad, cross, Hoop Poles, Spoke Timber, in the Wooden Paving Hoop Poles, rough, Blocks, Laths, Shingles Logs, Shooks, Oak, hemlock and spruce.....	1½	1½
Other kinds than oak, hemlock and spruce.....	2	2
Meal, corn; see Grain and Grain Products.		
Meal, cotton seed, C. L. 30,000 pounds minimum.....	2½	5
Mill Offal, C. L.; see Grain and Grain Products.		
Oil, C. L. 24,000 pounds minimum.....	2½	5
Ore, iron, C. L. 20 gross tons minimum, per gross ton of 2,240 pounds.	25	25
Ore, manganese, C. L. 20 gross tons minimum, per gross ton of 2,240 pounds.....	25	25
Pins, insulator, C. L. 34,000 pounds minimum.....	2	2
Pipe, sewer, C. L. 20,000 pounds minimum.....	2½	5
Poultry, C. L. 20,000 pounds minimum, viz.:		
Chickens and Turkeys.....	2½	5
Rails, steel, C. L. 24,000 pounds minimum.....	4	4
Salt, C. L. 20,000 pounds minimum.....	2½	5
Sand, C. L. 40,000 pounds minimum.....	1½	1½
Shucks, C. L.; see Hay, etc.		
Slabs, saw-mill, C. L. minimum as per Virginia Classification.....	2	2
Slate, roofing, C. L. 30,000 pounds minimum.....	2½	5
Straw, C. L.; see Hay, etc.		
Sugar, C. L. 24,000 pounds minimum.....	2½	5
Tile, drain, C. L. 20,000 pounds minimum.....	2½	5
Timbers, small, C. L.; see Billets.		
Vegetables, C. L. 24,000 pounds minimum, viz.:		
Cabbage and Potatoes.....	2½	5
Wood, extract and pulp, C. L. 30,000 pounds minimum, per car of 30,000 pounds.....	\$7 50	\$10 00
Wood, fire, C. L. 10 cords minimum, per cord of 128 cubic feet.....	50	75
Wood, fire, C. L. (applicable only on shipments loaded in empty hopper cars returning home), per car, regardless of weight.....	\$5 00	\$5 00

VIRGINIA AND SOUTHWESTERN RAILWAY COMPANY.

Freight Tariff, revised to December 31, 1912.

CLASS RATES.

DISTANCES.	Per 100 pounds.									Per bbl.	Per 100 lbs.		Per ton of 2,000 pounds.		Per carload of 20,000 lbs.		
	1	2	3	4	5	6	A	B	C	F	J	K	L	M	N	O	P
5 miles under.....	17	14	11	10	8	7	7	8		14	8	4	50	80	13 00	16 00	8 00
10 and over 5 miles.....	20	17	14	12	10	9	8	8		14	8	4½	60	90	15 00	17 00	9 00
15 and over 10 miles.....	23	21	18	15	13	11	10	11	1	20	14	4½	60	90	17 00	18 00	9 00
20 and over 15 miles.....	25	23	18	15	13	11	10	11	1	20	14	5	70	1 00	20 00	19 00	10 00
25 and over 20 miles.....	27	24	21	18	15	14	11	14	1	24	18	5½	70	1 10	23 00	22 00	11 00
30 and over 25 miles.....	30	28	21	18	15	14	11	14	1	25	18	6	80	1 20	24 00	22 00	12 00
35 and over 30 miles.....	32	31	25	21	18	14	13	14	1	28	20	6½	90	1 30	24 00	24 00	13 00
40 and over 35 miles.....	35	33	25	21	18	14	13	14	1	28	20	7	90	1 40	25 00	26 00	14 00
45 and over 40 miles.....	37	35	28	22	20	14	14	15	1	30	21	7½	1 00	1 50	25 00	26 00	15 00
50 and over 45 miles.....	40	37	28	22		14	14	15	1	31	21	8	1 10	1 60	27 00	27 00	16 00
55 and over 50 miles.....	42	39	31	25		15	15	17	1	34	22	8	1 10	1 60	27 00	27 00	16 00
60 and over 55 miles.....	44	39	31	25		15	15	17	1	34	22	8½	1 20	1 70	28 00	28 00	17 00
65 and over 60 miles.....	46	41	33	27		15	15	18	1	36	24	9	1 30	1 80	28 00	28 00	18 00
70 and over 65 miles.....	48	42	34	27		15	15	18	1	36	24	9	1 30	1 80	29 00	28 00	18 00
75 and over 70 miles.....	50	44	35	29		16	16	19	1	38	25	9½	1 40	1 90	29 00	28 00	19 00
80 and over 75 miles.....	52	46	36	30		16	16	19	1	37	25	10	1 50	2 00	30 00	29 00	20 00
85 and over 80 miles.....	54	48	37	31		17	17	20	1	37	26	10	1 60	2 10	31 00	31 00	21 00
90 and over 85 miles.....	56	50	38	32		18	18	21	2	38	27	11	1 70	2 10	32 00	31 00	22 00
95 and over 90 miles.....	58	53	40	34		20	20	22	2	40	29	11	1 80	2 20	33 00	32 00	23 00
100 and over 95 miles.....	60	55	42	35		21	20	23	2	40	29	12	1 90	2 30	34 00	33 00	24 00

Governed by Virginia Classification with Exception Sheet No. 8 thereto.

VIRGINIA AND SOUTHWESTERN RAILWAY COMPANY—CONTINUED.

COMMODITY RATES.

RATES IN CENTS PER 100 POUNDS, UNLESS OTHERWISE SHOWN.

DISTANCES.	Brick, common, C. L., min. 40,000 lbs.	Brick, paving, vitrified or pressed, C. L., min. 30,000 lbs.	Brick, terra cotta, C. L. min 30,000 lbs.	Building Blocks, cement, or concrete, C. L., min. 30,000 lbs.	Grain, Hay, Straw, Shucks or Fodder, C. L. (see Note 1).	Grain, any quantity, when consigned to mills on V. & S. W. Ry. for grinding.	Iron—Special Iron Articles as per Virginia Classifica- tion, less than carload.	Live Stock, C. L. (see Note 4).	Live	Min.	min. 20,000 lbs., prepaid (see Note 4).	Poultry, live, and Eggs, straight or mixed, C. L., minimum 16,000 lbs. (see Note 5).	Stone, crushed or ground, C. L., minimum 20 gross tons, per gross ton of 2,240 lbs.	Wood, cord and slab, for firewood, C. L., min. 30,000 lbs.
5 miles and under	2	2½	5	3	6	5	7	5	3	5	10	20	2½	
8 and over 5 miles	2	2½	6	3½	6½	5	7½	5	3½	5	10	20	2½	
10 and over 8 miles	2	3	6	3½	6½	5	7½	5	3½	5	10	20	2½	
15 and over 10 miles	2½	3	7	4	7	6	9	7	4	5	12	20	2½	
20 and over 15 miles	2½	3½	7½	4	7½	6	11	7½	4	5	12	20	2½	
25 and over 20 miles	2½	3½	8	4½	8	6	12	8	4½	5	13	50	2½	
30 and over 25 miles	2½	4	8½	5	8½	6	12	8½	4½	5	13	50	2½	
35 and over 30 miles	3	4½	8½	5½	9	6	13	8½	5	7	13½	50	2½	
40 and over 35 miles	3	4½	9	6	9	7	13	9	5½	7	13½	50	2½	
45 and over 40 miles	3½	5	9½	6½	9½	7	13	9½	6	7½	14	70	2½	
50 and over 45 miles	3½	5½	10	7	9½	7	13½	10	6	7½	14	70	2½	
55 and over 50 miles	4	5½	10½	7½	10	7	13½	10½	6½	8	14	80	2½	
60 and over 55 miles	4	6	11	8	10	8	14	11	6½	8	14	80	2½	
65 and over 60 miles	4½	6½	11	8½	10½	8	14	11	7	8½	14½	90	2½	
70 and over 65 miles	4½	6½	12	9	10½	8	15	12	7	8½	14½	90	2½	
75 and over 70 miles	5	7	12	10	11	8	16	12	7½	9	14½	95	7	
80 and over 75 miles	5½	7½	13	11	11	9	16	13	8	9½	14½	95	7½	
85 and over 80 miles	5½	8	13	11½	11½	9	17	13½	8	10	15	\$1 00	7½	
90 and over 85 miles	6	8½	14	12	11½	9	17	14	8½	10½	15	1 00	8	
95 and over 90 miles	6½	9	14	12½	12	9	18	14	8½	11	15	1 05	8	
100 and over 95 miles	7	9	14½	13	12	9	18	15	9	12	15	1 05	9	

NOTE 1.—Grain, Hay, Straw, Shucks and Fodder, C. L., minimum weight as follows. Grain, straight or mixed with Hay, Straw, Shucks, or Fodder, 30,000 pounds. Hay, Straw, Shucks and Fodder, straight or mixed, 20,000 pounds.

NOTE 2.—Live stock, C. L., subject to following minimum weights: Horses, Mules and Cattle, 20,000 pounds; Hogs, single-deck, 16,000 pounds; Hogs, double-deck, 22,000 pounds; Sheep, single-deck, 14,000 pounds; Sheep, double-deck, 18,000 pounds.

NOTE 3.—Rates on Lumber will apply also on following articles, in straight or mixed carloads:

Bases,
Baseboards,
Balusters,
Carpenters' Moulding,
Casing,
Ceiling,
Columns, not painted,
Cooperage Stock,
Cross Arms, telegraph or telephone,
Flooring,
Frames, knocked down, unpainted,
Framing,
Heading.

Heading Blocks,
Hoops,
Hoop Poles,
Joist Timbers,
Laths,
Logs,
Lumber, rough or dressed,
Piles,
Poles,
Posts,
Shingles,
Shooks,
Sheeting,
Siding,
Stairwork, knocked down, unpainted,
Sills,
Staves,
Stave Bolts,
Studding,
Ties, cross,
Wainscoting,
Weatherboarding.

NOTE 4.—If shippers desire the privilege of peddling carload shipments of Melons, Bananas, Green Fruit and Green Vegetables in transit, between points governed by this Tariff, the following arrangement will apply.

The privilege of disposing of or selling en route will be granted, provided sales are made during the usual stoppage of trains, but under no circumstances is a train to be stopped for that purpose. In every case the car should continue in the train to final destination, and the man in charge of the shipment must sign a release, V. & S. W. Ry. Train Permit Form No. 150, indemnifying the company against loss or bodily injury to himself from any cause whatever while in charge of such shipment. The attendant must purchase a ticket from billing point to final destination of the car. The billing agent will note on waybill the number of said ticket and to what point, also number of Freight Train Permit.

NOTE 5.—Loading may be finished at intermediate stations without additional charge, at the rate from point of origin to final destination.

VIRGINIA AND SOUTHWESTERN RAILWAY COMPANY—COMMODITY
RATES—CONTINUED.

FERTILIZERS AND AGRICULTURAL LIME.

RATES IN CENTS PER ONE HUNDRED POUNDS.

DISTANCES.	Carload, min. wt. 24,000 lbs.	Less than carload.	DISTANCES.	Carload, min. wt. 24,000 lbs.	Less than carload.
10 miles and under	1.8	1.8	50 and over 49 miles..	5.5	8.9
11 and over 10 miles....	2.	2.	51 and over 50 miles..	6.	9.1
12 and over 11 miles....	2.2	2.2	52 and over 51 miles..	6.	9.3
13 and over 12 miles....	2.3	2.3	53 and over 52 miles..	6.	9.5
14 and over 13 miles....	2.5	2.5	54 and over 53 miles..	6.	9.6
15 and over 14 miles....	2.7	2.7	55 and over 54 miles..	6.	9.8
16 and over 15 miles....	2.9	2.9	56 and over 55 miles..	6.	10.
17 and over 16 miles....	3.	3.	57 and over 56 miles..	6.	10.2
18 and over 17 miles....	3.2	3.2	58 and over 57 miles..	6.	10.4
19 and over 18 miles....	3.3	3.3	59 and over 58 miles..	6.	10.5
20 and over 19 miles....	3.5	3.5	60 and over 59 miles..	6.	10.7
21 and over 20 miles....	3.7	3.7	61 and over 60 miles..	6.	10.9
22 and over 21 miles....	3.9	3.9	62 and over 61 miles..	6.5	11.
23 and over 22 miles....	4.1	4.1	63 and over 62 miles..	6.5	11.2
24 and over 23 miles....	4.3	4.3	64 and over 63 miles..	6.5	11.4
25 and over 24 miles....	4.5	4.5	65 and over 64 miles..	6.5	11.6
26 and over 25 miles....	4.6	4.6	66 and over 65 miles..	6.5	11.8
27 and over 26 miles....	4.8	4.8	67 and over 66 miles..	6.5	12.
28 and over 27 miles....	5.	5.	68 and over 67 miles..	6.5	12.1
29 and over 28 miles....	5.	5.2	69 and over 68 miles..	6.5	12.3
30 and over 29 miles....	5.	5.4	70 and over 69 miles..	6.5	12.6
31 and over 30 miles....	5.	5.6	71 and over 70 miles..	6.5	12.7
32 and over 31 miles....	5.	5.7	72 and over 71 miles..	6.5	12.9
33 and over 32 miles....	5.	5.9	73 and over 72 miles..	7.	13.
34 and over 33 miles....	5.	6.1	74 and over 73 miles..	7.	13.1
35 and over 34 miles....	5.	6.3	75 and over 74 miles..	7.	13.3
36 and over 35 miles....	5.	6.4	76 and over 75 miles..	7.	13.6
37 and over 36 miles....	5.	6.6	77 and over 76 miles..	7.	13.7
38 and over 37 miles....	5.	6.8	78 and over 77 miles..	7.	13.9
39 and over 38 miles....	5.	7.	79 and over 78 miles..	7.	14.
40 and over 39 miles....	5.5	7.1	80 and over 79 miles..	7.	14.1
41 and over 40 miles....	5.5	7.3	81 and over 80 miles..	7.	14.3
42 and over 41 miles....	5.5	7.5	82 and over 81 miles..	7.	14.6
43 and over 42 miles....	5.5	7.7	83 and over 82 miles..	7.	14.7
44 and over 43 miles....	5.5	7.9	84 and over 83 miles..	7.	14.9
45 and over 44 miles....	5.5	8.	85 and over 84 miles..	7.5	15.
46 and over 45 miles....	5.5	8.2	86 and over 85 miles..	7.5	15.1
47 and over 46 miles....	5.5	8.4	87 and over 86 miles..	7.5	15.3
48 and over 47 miles....	5.5	8.5	88 and over 87 miles..	7.5	15.6
49 and over 48 miles....	5.5	8.7	89 and over 88 miles..	7.5	15.7
			90 and over 89 miles..	7.5	15.8
			91 and over 90 miles..	7.5	15.9
			92 and over 91 miles..	7.5	16.

WASHINGTON AND OLD DOMINION RAILWAY.

CLASS RATES.

Applies to traffic between stations Alexandria to Bluemont, inclusive, including stations Bluemont Junction to Thrifton, inclusive.

Applies to traffic between stations Rosslyn to Great Falls, inclusive, and all other stations (carload minimum weights as shown below).

ton 10,000 lbs.	Per car (See Note below.)			
	M	N	O	P
80		8 00	7 00	5 00
70		9 00	8 00	6 00
60		10 00	9 00	7 00
50		11 00	10 00	8 00
40		12 00	11 00	9 00
30		13 00	12 00	10 00
20		14 00	12 50	11 00
15		14 50	13 00	11 50
10		14 75	13 50	12 00
5		15 00	14 00	12 00
1 45		15 00	14 50	12 50
1 50		15 50	15 00	13 00
1 55		16 00	15 50	13 50

Governed by Virginia Classification with Exception Sheet No. 1 thereto.

The carload minimum weight on traffic between stations Rosslyn to Great Falls, Va., inclusive, and all other stations is 10,000 pounds, unless one-half of the Virginia Classification minimum be less than 10,000 pounds, in which case the latter will apply. Rules 18 (b) and (c) and 20 (b) of Virginia Classification not to apply.

NOTE.—Classes N, O, and P apply per car of 10,000 pounds on traffic between stations Rosslyn to Great Falls, inclusive, and all other stations, and cars must not be loaded in excess of 10,000 pounds.

Applies to traffic between stations Rosslyn to Great Falls, inclusive, (carload minimum weights as per Note below).

DISTANCES.	Per 100 pounds.												Per bbl.	Per 100 pounds		Per ton of 2,000 pounds.		Per car of 10,000 pounds.			
	1	2	3	4	5	6	A	B	C	D	E	H		F	J	K	L	M	N	O	P
5 miles and under.....	12	10	8	7	6	5	4	3	5	5	5	8	7	11	8	3½	60	65	4 00	3 50	3 60
10 and over 5 miles.....	15	13	10	9	8	7	6	5	7	6	8	9	13	10	4	65	75	4 50	4 00	3 50	
15 and over 10 miles.....	18	16	13	11	10	8	7	9	8	6	10	11	15	11	4½	70	80	5 00	4 50	4 00	

Governed by Virginia Classification with Exception Sheet No. 1 thereto.

NOTE.—The carload minimum weight between stations Rosslyn to Great Falls, Va., inclusive, is 10,000 pounds unless one-half of the Virginia Classification minimum be less than 10,000 pounds, in which case the latter will apply. Rules 18 (b) and (c) and 20 (b) of Virginia Classification not to apply.

Applies to traffic between stations Alexandria to Bluemont, inclusive, including stations Bluemont Junction to Thrifton, inclusive.

COMMODITY RATES.

RATES PER 100 POUNDS UNLESS OTHERWISE SHOWN.

DISTANCES.	Bark, stick, C. L. min. 24,000 lbs. (See Note 1 below).	Blocks, concrete. C. L. min. 30,000 pounds.	Brick, building, C. L. min., in cars with capacity of 60,000 lbs. or over 10,000 brick; in cars with capacity of less than 60,000 lbs., 9,000 brick. Per 1,000 brick.	Brick, paving, C. L., minimum: In cars capacity 60,000 lbs. or over 10,000 brick. Per 1,000 brick.	Fertilizer.		Firewood, C. L., (See Note 2 below), minimum as follows: In cars inside length 34 feet and under, 11 cords. In cars inside length 36 and over 34 feet, 12 cords. In cars inside length 38 and over 36 feet, 13 cords. In cars inside length over 38 feet, 14 cords. Per cord, 128 cubic feet.	Grain, Millfeed, Meal and Bran, C. L. min. 20,000 lbs.	Limestone, ground, agricultural, C. L., minimum 20 tons.	Limestone, ground, for acid soil treatment, C. L., minimum 40,000 lbs. (Apply only as at points on connecting lines in Virginia). Per ton of 2,000 pounds.	Logs, ash, cypress, dogwood, gum, hickory, oak, persimmon, pine, poplar, C. L., minimum 40,000 lbs.	Lumber, common, Heading and Staves, C. L. minimum 30,000 lbs.	Rails, old, C. L. minimum 25 gross tons, except that when the capacity of car is less the minimum will be the capacity of car, but not less than 15 gross tons. Per ton 2,240 lbs.	Wood, chestnut, C. L. minimum 30,000 lbs. Per ton 2,000 lbs.	Wood, poplar pulp, C. L. minimum 30,000 lbs.
					Carload minimum 30,000 pounds.	L. C. L. Per ton of 2,000 lbs.									
5 miles and under.....	3	4	50		35	35	75	3	25	30	2	2½	1 00	40	2½
10 and over 5 miles.....	3	4	80		35	35	80	3	25	30	2	3	1 00	40	2½
11 and over 10 miles.....	3½	4½	90		38	38	85	4	35	30	2	3½	1 20	50	2½
12 and over 11 miles.....	3½	4½	90		42	42	85	4	35	30	2	3½	1 20	50	2½
13 and over 12 miles.....	3½	4½	90		46	46	85	4	35	30	2	3½	1 20	50	2½
14 and over 13 miles.....	3½	4½	90		50	50	85	4	35	30	2	3½	1 20	50	2½
15 and over 14 miles.....	3½	4½	90		54	54	85	4	35	30	2	3½	1 20	50	2½
16 and over 15 miles.....	3½	4½	90		57	57	90	5	40	30	3	3½	1 20	50	2½
17 and over 16 miles.....	3½	4½	90		60	60	90	5	40	30	3	3½	1 20	50	2½
18 and over 17 miles.....	3½	4½	90		64	64	90	5	40	30	3	3½	1 20	50	2½
19 and over 18 miles.....	3½	4½	90		68	68	90	5	40	30	3	3½	1 20	50	2½
20 and over 19 miles.....	3½	4½	90		70	70	90	5	40	30	3	3½	1 20	50	2½
25 and over 20 miles.....	3½	5	1 00		75	75	95	5	45	30	3	4	1 40	55	3
30 and over 25 miles.....	3½	5	1 00		90	92	1 00	6	50	30	3½	4	1 40	55	3
35 and over 30 miles.....	4	5½	1 20		1 00	1 20	1 05	6	55	35	4	4½	1 60	60	3
40 and over 35 miles.....	4	5½	1 20		1 10	1 32	1 10	6	60	35	4	4½	1 60	60	3
45 and over 40 miles.....	4½	6	1 40		1 20	1 44	1 15	7	65	40	4	5	1 70	65	3½
50 and over 45 miles.....	4½	6½	1 40		1 20	1 44	1 20	7	65	40	4	5	1 70	65	3½
55 and over 50 miles.....	4½	7	1 60		1 30	1 56	1 25	8	70	45	4½	5½	1 80	70	3½
60 and over 55 miles.....	4½	7½	1 60		1 30	1 56	1 30	8	70	45	4½	5½	1 80	70	3½

NOTE 1.—Above rates on Stick Bark apply to points on the Washington and Old Dominion Railway from which the manufactured products are shipped out over the Washington and Old Dominion Railway. Other Stick Bark to be charged 20 per cent. higher.

NOTE 2.—If Firewood is loaded on, or unloaded from, cars by the railway company, additional charges will be 20 cents per cord for loading and 20 cents per cord for unloading.

WASHINGTON AND OLD DOMINION RAILWAY—COMMODITY RATES—CONTINUED.

Applicable to traffic between all stations, Rosslyn to Great Falls, inclusive, except where class rates as shown above are lower the class rates shall apply.

COMMODITY.	RATE.
Brick, loose, any quantity.....	\$2.00 per thousand.
Bran; see Millfeed.	
Coal, single ton of 2,240 pounds.....	1.00 per 2,240 pounds.
In lots of more than one ton, and not more than three tons.....	.80 per 2,240 pounds.
Fertilizers, including Gas Lime, Land Plaster, etc., C. L. 10,000 pounds minimum weight.....	.70 per 2,000 pounds.
Grain (Wheat, Corn, Oats, Rye and Barley), C. L. minimum weight 10,000 pounds.....	.80 per 2,000 pounds.
Grain, molasses, L. C. L.....	.80 per 2,000 pounds.
C. L. minimum weight 10,000 pounds.....	.65 per 2,000 pounds.
Ice, loose blocks, lots of one ton or more, L. C. L.....	2.00 per 2,000 pounds.
Laths(wood) any quantity.....	.50 per thousand.
Lumber, common, any quantity.....	2.00 per thousand feet.
Middlings; see Millfeed.	
Millfeed, including Bran, Middlings, Shorts, and Shipstuff, C. L. minimum weight 10,000 pounds.....	.80 per 2,000 pounds.
Milk, in ten-gallon cans.....	.10 per can.
In five-gallon cans.....	.05 per can.
Sand, building, C. L. minimum weight 10,000 pounds.....	.80 per cubic yard.
Shingles (wood), any quantity.....	.50 per thousand.
Shipstuff; see Millfeed.	
Shorts; see Millfeed.	
Stone, broken:	
L. C. L.....	1.00 per cubic yard.
C. L. minimum 4 cubic yards.....	.80 per cubic yard.
Ties, cross (wooden), any quantity, as follows:	
6 in. x 6 in. x 8 feet, sawed.....	.05 each.
6 in. x 6 in. x 8 feet, hewed.....	.06 each.
6 in. x 8 in. x 8 feet, sawed.....	.06 each.
6 in. x 8 in. x 8 feet, hewed.....	.08 each.
Standard Steam Railway Ties, sawed.....	.08 each.
Same, hewed.....	.10 each.
Wood, Cord or Pulp Wood, C. L. minimum 3 cords.....	1.00 per cord 128 cu. ft.
All empty packages will be returned free.	

WASHINGTON UTILITIES COMPANY.
(Successor to Washington-Virginia Railway Company)

Freight Tariff, revised to December 31, 1912.

CLASS RATES.

Governed by Virginia Classification, except that Rule 18 (b) of the Classification will not apply.

Carload minimum weight is 20,000 pounds; except that, if car furnished by the railway company will not carry as much as 20,000 pounds and is fully loaded, the actual weight is to be charged for at the carload rate.

COMMODITY RATES.

RATES IN CENTS PER 100 POUNDS, UNLESS OTHERWISE SHOWN.

DISTANCES.	Blocks, building (cement or concrete), carload, min. wt. 20,000 lbs. (see Note).		Brick, common, carload.		(see Note).		Hay and straw, in bales, carload, min. wt. 15,000 lbs.		Lumber, common, carload, min. wt. 20,000 lbs. (see Note).		Manure, per car, min. wt. 15,000 lbs.; excess in proportion.		Wood, cord, carload, minimum 4 cords, per cord of 128 cubic feet.	
6 miles and under	3						4		5		23 00		75	
10 and over 6 miles	3½						4½		5½		23 75		75	
15 and over 10 miles	4						5		6		4 50		80	
20 and over 15 miles	4½		3½	80	5½		5½		6		5 25		85	
25 and over 20 miles	5		4	80	6		6		6½		6 00		85	
30 and over 25 miles	5		4½	80	6		6½		7		6 75	1 00		
35 and over 30 miles	5½		4½	80	6		7		7		7 50	1 05		

NOTE.—Carload minimum weight is 20,000 pounds; except that, if car furnished by the railway company will not carry as much as 20,000 pounds and is fully loaded, the actual weight is to be charged for at the carload rate.

MILK.

Applicable between stations on Falls Church Division, Rosslyn to Fairfax, inclusive.

6 miles and under, 1 cent per gallon.

Over 6 miles, 2 cents per gallon

PACKAGES AND PARCELS.

Applicable between all stations.

Under 5 pounds	5c each.
5 to 10 pounds	10c each.
10 to 25 pounds	15c each.
25 to 50 pounds	25c each.

Live Stock and Explosives not accepted for shipment over this line.

PASSENGER RATES ON RAILWAYS IN VIRGINIA.

Revised to December 31, 1912.

NAME OF COMPANY.	ORDER OF COMMISSIONER.		Maximum rate.	Additional amt. payable to conductor, if passenger fails to purchase ticket from a station where on sale.	Minimum fare, refund of excess paid on trains, etc.
	Date issued.	Date effective.			
New York, Philadelphia and Norfolk Railroad Company	April 27, 1907 .	October 1, 1907 .	2 cts. per mile.	10 cents .	
Danville and Western Railway Company Marion and Rye Valley Railway Company Nelson and Albemarle Railway Company Norfolk Southern Railroad Company Valley Railroad, Company of Virginia Virginia-Carolina Railway Company Virginia Southern Railroad Company Winchester and Potomac Railroad Company. Winchester and Strasburg Railroad Company	April 27 1907...	October 1, 1907 .	3 cts. per mile.	10 cents.	Minimum amount of fare, 10 cents. Conductors' receipts, showing collection of excess amount, 10 cents, returnable at any ticket office of the company within thirty days from date
Big Sandy and Cumberland Railroad Company Mt. Airy and Eastern Railway Company Piedmont and Virginia Railway Company Virginia and Kentucky Railway Company	April 19, 1907.... August 26, 1907	October 1, 1908.... August 26, 1907	3 1/4 cts. per mile. 6 cts. per mile.	10 cents.	

PASSENGER RATES.

519

Wise Terminal	April 22, 1908. Between Norton and	May 5, 1908 and Glamorgan—	One way, 35 cents. Round trip, 50 cents.		
Virginia and Southwestern Railway Company	April 29, 1908	May 5, 1908	3 cts. per mile.	10 cents.	Minimum amount of fare, 10 cents. Conductors' receipts, showing collec- tion of excess amount, 10 cents, re- deemable at any ticket office of the company within thirty days from date of issue. Passengers entitled to same trans- portation of baggage as allowed at time of Commission's order.
Carolina, Clinchfield and Ohio Rail- way	Feb'y 27, 1909	April 14, 1909	3 cts. per mile	10 cents	Minimum amount of fare, 10 cents. Conductors' receipts, showing col- lection of excess amount, 10 cents, re- deemable at any ticket office of the company within thirty days from date of issue.
The Chesapeake and Ohio Railway Company Virginia Air Line Branch	October 4, 1911	November 1, 1911	2½ cts. per mile	10 cents	
Norfolk and Western Railway Com- pany Potts Valley Branch			4 cts. per mile	10 cents	
Atlantic Coast Line Railroad Com- pany			2½ cts. per mile	10 cents	Minimum amount of fare, 10 cents. No charge to be made for fractions of less than one-half mile, and fractions of one-half a mile or more may be counted as one mile, and for an odd number of miles the company may charge as for the next higher even num- ber of miles.
Ohio Railway Company (see above).			2½ cts. per mile	10 cents	Conductors' receipts, showing col- lection of excess amount, 10 cents, re- deemable at any ticket office of the company within ten days from date of issue (except Seaboard Air Line Rail- way thirty days for redemption).
Seaboard Air Line Railway Southern Railway Company—Rocky Mount Branch and Claremont Branch	March 16, 1909	April 1, 1909	2½ cts. per mile 2½ cts. per mile	10 cents. 10 cents.	
Southern Railway Company, except Rocky Mount Branch and Clare- mont Branch			3 cts. per mile	10 cents.	
Interstate Railway Company	June 27, 1909 On line Appala- chia to Norton Other portion of Interstate Railroad	June 27, 1909	2½ cts. per mile 3 cts. per mile 3 cts. per mile	10 cents 10 cents 10 cents	Minimum amount of fare, 10 cents.

PASSENGER RATES ON RAILWAYS IN VIRGINIA—CONTINUED.

NAME OF COMPANY.	ORDER OF COMMISSION.		Maximum rate.	Additional amt. payable to conductor, if passenger fails to purchase ticket from a station where on sale.	Minimum fare, refund of excess paid on trains, etc.
	Date issued.	Date effective.			
The Virginian Railway Company . . .	March 22, 1909	May 1, 1909	2½ cts. per mile . . .	10 cents	
Washington Southern Railway Company	June 23, 1910	July 15, 1910	2½ cts. per mile . . .	10 cents	Minimum amount of fare, 10 cents. No charge to be made for fractions of miles of number of miles collected of excess amount, 10 cents, redeemable at any ticket office of the company within ten days from date of issue.
Richmond, Fredericksburg and Potomac Railroad Company	March 15, 1911	April 3, 1911	2½ cts. per mile . . .	10 cents	
Cape Charles Railroad Company	Dec. 1, 1910	Dec. 1, 1910	3½ cts. per mile . . .	10 cents	Minimum amounts of fare: whole ticket, 15 cents; half tickets, 10 cents. Conductors' receipts, showing collection of excess amount, 10 cents, redeemable at any ticket office of the company within thirty days from date of issue.
Louisville and Nashville Railroad Company	Dec. 1, 1910	Dec. 1, 1910	3 cts. per mile	38¼ per cent. of amount of ticket fare	
Chesapeake Western Railway	Dec. 1, 1910	Dec. 1, 1910	3½ cts. per mile . . .	10 cents	Minimum amount of fare, 10 cents. Minimum amount of fare, 10 cents.

TARIFFS,
RULES AND CLASSIFICATION
GOVERNING
EXPRESS COMPANIES

PRESCRIBED BY THE
State Corporation Commission
OF VIRGINIA

As Amended to December 31, 1912.

R. T. WILSON, Clerk.

GRADUATED SCALE OF CHARGES FOR PACKAGES WEIGHING
LESS THAN ONE HUNDRED POUNDS.

(APPLICABLE TO ALL EXPRESS COMPANIES.)

Prescribed by State Corporation Commission of Virginia for use by Express Companies in the State of Virginia in connection with the Commission's Express Tariffs on "Merchandise."

If the 100-lb. rate applying between two given points is not shown below, use graduate under the next higher 100-lb. rate for making price, which must not exceed the actual rate per 100 pounds.

When the 100-lb. rate is	40	50	60	70	75	90	1 00	1 10	1 20	1 30	1 35	1 40	1 60	1 75	2 00	2 50	3 00
Packages weighing (pounds)																	
1½ and under.....	Pro	vid	ed f	or b	y R	ule	2 of	Ex	pre	ss T	arif f	N o. 1	and	R u	le 2	of	
Over 1½ to 5.....	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
Over 5 to 10.....	30	30	35	35	35	40	40	40	45	45	45	45	45	50	50	50	50
Over 10 to 20.....	30	30	35	40	40	45	45	50	50	50	50	50	50	50	50	50	50
Over 20 to 30.....	35	35	40	45	45	50	50	50	50	50	50	50	50	50	50	50	50
Over 30 to 40.....	35	40	45	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Over 40 to 50.....	35	40	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Over 50 to 60.....	40	45	50	50	55	60	65	70	75	80	80	80	85	90	95	1 00	1 00
Over 60 to 70.....	40	50	55	55	65	70	75	85	90	95	1 00	1 00	1 05	1 10	1 20	1 50	1 75
Over 70 to 80.....	40	50	60	65	70	80	90	1 00	1 05	1 10	1 20	1 20	1 25	1 35	1 60	2 00	2 25
Over 80 to 90.....	40	50	60	70	75	90	1 00	1 10	1 20	1 30	1 35	1 40	1 60	1 75	2 00	2 50	2 75
Over 90 to 100.....	40	50	60	70	75	90	1 00	1 10	1 20	1 30	1 35	1 40	1 60	1 75	2 00	2 50	3 00

On an article taking higher than "Merchandise" rate, such as "One and one-half Merchandise," "Double Merchandise," etc., the graduate charge will be correspondingly increased to one and one-half times, double, etc., the amount shown in above scale, as the case may be.

A railway line, which is owned, operated or controlled by another railway line on account of ownership of a majority of its stocks, leases or otherwise, shall, when there are points of connection between them, be regarded as a part of the line owning or so controlling the same; and continuous mileage is to be used in arriving at the express rates as over one system of railway.

EXPRESS TARIFF No. 1.

(Applicable to all express companies.)

MERCHANDISE MILEAGE RATES.

Prescribed by the State Corporation Commission of Virginia for use by Express Companies in the State of Virginia over One System of Railway.

(Charges for packages weighing less than 100 pounds are shown in Graduated Scale on page 523.)

Distances.....	1 to 30 Miles	31 to 60 Miles	61 to 80 Miles	81 to 100 Miles	101 to 150 Miles	151 to 175 Miles	176 to 200 Miles	201 to 250 Miles	251 to 300 Miles	301 to 350 Miles	351 to 400 Miles	Over 400 Miles
Rates per 100 pounds...	40	50	60	70	75	90	1 00	1 10	1 20	1 30	1 35	1 40

Governed by Express Classification as published herein, and the following

RULES:

1. On a shipment moving from a point within this State to another point within this State, between which there is more than one route, the lowest mileage rating shall not be exceeded, regardless of the route by which such shipment shall actually travel.

2. For packages weighing 24 ounces and less, the rate of one cent per ounce, to be prepaid, minimum charge 15 cents, applies on shipments of Merchandise or Samples thereof, value of package limited to \$10.00 but not to include the following articles, namely:

- Jewelry or Imitations of Jewelry.
- Watch Cases.
- Watch Movements.
- Silverware or Sealed Packages (except sealed packages of Cigars).
- Cut flowers.
- Tobacco Tags or Premium Certificates.
- Live Animals or Live Birds.
- Written Matter, either by pen or typewriter (except invoices accompanying packages sent C. O. D.).

3. When the charge according to the State Corporation Commission's "Graduate Scale for Packages weighing less than 100 pounds" is lower than any of the minimum charges shown in Express Classification, or Sections "A" and "B" thereof, the former shall apply.

4. Commodity or Special Rates, where in effect, shall always have precedence over the regular mileage tariffs.

EXPRESS TARIFF No. 2.

(Applicable to all express companies.)

RATES ON "GENERAL SPECIAL" AND "SCALE K" ARTICLES AND ICE

Prescribed by the State Corporation Commission of Virginia for Use by
Express Companies in the State of Virginia over One System of
Railway.

(For making through rates over more than one system of railway, see Rules
2 and 3 below.)

**ON THE FOLLOWING-NAMED ARTICLES APPEARING IN
EXPRESS CLASSIFICATION AS "GENERAL SPECIAL."**

Apples, green or dried (not including Apples in barrels, for which see rates below),	Fish, other than Fresh Fish.	Pears, green or dried.
Beef Fat.	Hides, green.	Plants.
Beer Compound.	Holly.	Pop Corn.
Beer Tonic.	Honey.	Poultry Food, prepared.
"Best" Tonic.	King Kola.	Roots.
Bulbs.	Lard, or Substitutes for Lard.	Salmon in cans.
Butter and Imitations of Butter (including But- ter made from nuts).	Malt Cream, Malt Ex- tract, Malt Marrow, Malt Nutrine, and Malt Vivine.	Scallops, in shells or canned.
Buttermilk.	Melons.	Scions.
Cactus.	Milk (including Con- densed Milk).	Seeds.
Cape Jessamines.	Mistletoe.	Shrubs.
Cheese.	Moss.	Smilax.
Clams, in shells.	Mussels.	Stearine.
Cuttings.	Nuts, edible.	Stock Food, prepared.
Eggs.	Oysters, in shells or canned.	Tallow.
Ferns.	Peanuts.	Trees, for setting.
Fertilizer.		Tubers.
		Vegetables (not includ- ing Cabbage, for which see rates given below).
		Water-Cress.
		Zoolack.

(For rates on the other articles classified as "General Special," see Rule 4
below.)

ALSO ON ICE:**AND ON THE FOLLOWING-NAMED ARTICLES APPEARING IN
EXPRESS CLASSIFICATION AS "SCALE K."**

Ale.	Coca-Cola.	Pop.
Beer.	Moxie.	Soda Water.
Bishop's Beer.	Ginger Ale.	Spring Water.
Cider.	Mineral Water.	Vani-Kola.

EXPRESS TARIFF No. 2—CONTINUED.

Distances.....	1 to 40 Miles	41 to 60 Miles	61 to 80 Miles	81 to 100 Miles	101 to 130 Miles	131 to 160 Miles	161 to 180 Miles	181 to 200 Miles	201 to 250 Miles	251 to 300 Miles	301 to 350 Miles	351 to 400 Miles	Over 400 Miles
Rates per 100 pounds.....	30	35	40	45	50	55	60	65	70	75	80	85	90

Governed by Express Classification as published herein, and the rules shown below.

ON APPLES, IN BARRELS, AND CABBAGE, PACKED.

Distances.	Rates per 100 pounds.
40 miles and under.....	25 cents.
Over 40 and not over 60 miles.....	30 “
Over 60 and not over 80 miles.....	35 “
Over 80 and not over 150 miles.....	40 “
Over 150 and not over 175 miles.....	45 “
Over 175 and not over 200 miles.....	50 “
Over 200 and not over 250 miles.....	55 “
Over 250 and not over 300 miles.....	60 “
Over 300 miles.....	70 “

RULES.

1. These rates apply as *pound rates, with a minimum charge of 30 cents; but the charges of one express company must not exceed 25 cents on a package weighing 5 pounds or less.

2. On shipments handled by one express company over two or more railways not under the same control, the rate charged must not exceed the combination of mileage rates over each railway less 10 per cent.

3. On shipments handled by two or more express companies, the rate charged by each express company must not exceed the regular rate on mileage basis to and from point of interchange less 10 per cent.; the minimum charge for each express company in such cases being 25 cents. Commodity rates are to be applied to or from such junction points, as the case may be, when in effect, in connection with the proper rate for the remainder of the distance traveled; provided that where through commodity or special rates lower than those made on the above basis are in effect, such lower rates shall apply.

4. On articles appearing in Express Classification as “General Special,” which are not named above, the rates will be 80 per cent. of the “Merchandise” rates, *pound rates, governed by the above rules, except that the minimum charges will be as follows:

When carried by one express company, 35 cents, but not to exceed the Merchandise Graduate under the rate used.

When carried by more than one express company, 25 cents for each express company.

*For explanation of “pound rates,” see Rule 6 (d) of Express Classification.

EXPRESS TARIFF No. 2—CONTINUED.

These articles are:

Branches of P e p p e r Trees.	Fish, live, in water for food	Mushroom Spawn.
Bread.	Fish Roe.	Olives.
Calves, dressed,	Fruit, N. O. S., green	Oysters, in bulk.
Celery or Celery Plants.	or dried.	Pigeons, dead.
Clams, shelled.	Greens, decorative (except when enclosed	Poultry, dressed.
Crackers.	in baskets).	Rabbits, dead.
Cream, not condensed or otherwise manufactured or prepared.	Horse Radish, not grated or prepared.	Sausage.
Egg Juice, or Liquid Eggs.	Maple Sugar and Maple Syrup.	Scallops, in bulk.
Eggs, dried.	Meat, cured and fresh.	Scrapple.
Fish, fresh, frozen or not frozen.	Mince Meat.	Shrimp.
		Squabs, dressed.
		Turtles, fresh water.
		Yeast, all kinds.
		Zwieback.

5. Where this tariff makes the rate of charges higher on any shipment, including interline traffic of one express company and business handled by two or more express companies, than "Merchandise" Express Tariff No. 1 or Express Tariff No. 3 and "Graduated Scale for Packages weighing less than 100 pounds," the "Merchandise" rate or charges will apply.

6. On a shipment moving from a point within this State to another point within this State, between which there is more than one route, the lowest mileage rating shall not be exceeded, regardless of the route by which such shipment may actually travel.

7. On traffic between Richmond and points on the Norfolk and Western Railway west of Burkeville, excepting the Shenandoah Division north of Roanoke, the through rates by any route will be the same as between Petersburg and such points. The Petersburg mileage is to be employed in arriving at these rates, which shall be regarded as applying on one railway. The rates between Richmond and any point on the Norfolk and Western Railway, between Burkeville and Petersburg, are not to exceed the rates between Richmond and Rice, Va., on similar traffic.

8. Commodity or Special Rates where in effect shall always have precedence over the regular mileage tariffs.

EXPRESS TARIFF No. 3.

(Applicable to all express companies.)

PROPORTIONAL MERCHANDISE MILEAGE RATES.

Prescribed by the State Corporation Commission of Virginia for Use by Express Companies in the State of Virginia, as follows:

In the construction of through rates over two or more railways not under the same control, but operated by one express company, on mileage basis for each railway over which rates are made. (For packages weighing less than 100 pounds, charge on basis of the through rate according to the Commission's Graduated Scale, shown on page 523).

In the construction of through rates on traffic handled by two or more express companies by combining rates made according to this tariff to and beyond points of interchange between express companies. (For packages weighing less than 100 pounds, charge according to Rule 4 of this tariff.)

Distances.....	1 to 30 Miles	31 to 60 Miles	61 to 80 Miles	81 to 100 Miles	101 to 150 Miles	151 to 175 Miles	176 to 200 Miles	201 to 250 Miles	251 to 300 Miles	301 to 350 Miles	351 to 400 Miles	Over 400 Miles
Rates per 100 pounds..	25	35	50	60	70	80	90	1 00	1 10	1 15	1 20	1 25

Governed by Express Classification as published herein, and the following

RULES:

1. On a shipment moving from a point within this State to another point within this State, between which there is more than one route, the lowest mileage rating shall not be exceeded, regardless of the route by which such shipment may actually travel.

2. For packages weighing 24 ounces and less, the rate of one cent per ounce, to be prepaid, minimum charge 15 cents, applies between any two points in the State of Virginia on shipments of Merchandise or Samples thereof, value of package limited to \$10.00 whether handled by one or more express companies, but not to include the following articles, namely:

Jewelry or Imitations of Jewelry.

Watch Cases.

Watch Movements.

Silverware or Sealed Packages (except sealed packages of Cigars.)

Cut Flowers.

Tobacco Tags or Premium Certificates.

Live Animals or Live Birds.

Written Matter either by pen or typewriter (except invoices accompanying packages sent C. O. D.)

3. On a package weighing more than 1 ½ pounds and not more than 5 pounds and valued at \$50.00 or less, the total charge shall not exceed 25 cents between any two points in the State of Virginia, whether handled by one or more express companies.

EXPRESS TARIFF No. 3—CONTINUED.

4. When carried by more than one express company, the total charge on packages rated as "Merchandise," weighing more than 5 pounds and not over 100 pounds, valued at \$50.00 or less, will be the sum of the State Corporation Commission's graduate charges (page 523) for the proportional rates to and from junction points, respectively, with the one graduate charge for the through rate by Express Classification Graduated Scale (page 523), as the maximum; and provided further, that on such packages weighing not more than 50 pounds the revenue of each express company shall be subject to a maximum of 40 cents; or, in the case of the participation by three express companies, the total charge shall not exceed 80 cents.

5. On traffic between Richmond and points on the Norfolk and Western Railway west of Burkeville, excepting the Shenandoah Division north of Roanoke, the through rates by any route will be the same as to or from Petersburg and such points, as per Express Tariff No. 1. The Petersburg mileage is to be employed in arriving at these rates, which shall be regarded as applying on one railway. The rates between Richmond and any point on the Norfolk and Western Railway, between Burkeville and Petersburg, is not to exceed the rate between Richmond and Rice, Va., on similar traffic.

6. When the charge for one express company, according to the State Corporation Commission's "Graduated Scale for Packages weighing less than 100 pounds" is lower than any of the minimum charges shown in Express Classification, or Sections "A" and "B" thereof, the former shall apply.

7. Commodity or Special Rates where in effect shall always have precedence over the regular mileage tariffs.

**Rates for Adams Express Company between Offices on Water
Routes in Virginia—Continued.**

RATES ON "GENERAL SPECIAL" ARTICLES.

On all articles appearing in Express Classification as "G. S.," moving by boat between any two of the above-named points where the Merchandise rate is shown, the rate per 100 pounds will be 80 per cent. of the Merchandise rate; to be charged at *pound rate, subject to a minimum charge of 35 cents; but the charge on a shipment weighing 5 pounds or less shall not exceed 25 cents.

To arrive at through rates between points on water lines and points on railway lines reached by the Southern Express Company or the United States Express Company, see note under the general heading on pages 530 and 531.

*For explanation of "pound rates," see Rule 6 (d) of Express Classification.

RATES ON "SCALE K" ARTICLES AND ICE.

Scale of Rates on Articles appearing in Express Classification as "Scale K" namely:

Ale, Beer, Bishop's Beer, Cider, Coca Cola, Ginger Ale, Moxie, Pop, Soda, Mineral and Spring Waters (not including water sent for analysis), Vani-Kola, and Ice.

(a) At *Pound Rates—No single shipment less than 30 cents; except that the charge on a shipment weighing 5 pounds or less shall not exceed 25 cents.

(b) These rates apply to Soda Water and Pop only when in cases covered with wood or in closed barrels; in cases not so covered, Merchandise rates apply.

(c) When the rate on Merchandise per 100 lbs. is.....	40	50	60	75	90	1 00	1 10	1 25	1 40	1 50
The "Scale K" rate per 100 lbs. on Ale, Beer, etc., will be.....	30	35	40	50	60	60	65	75	85	90

(d) Bishop's Beer, Cider, Ginger Ale, Moxie, Pop, Soda, Mineral and Spring Waters (not including water sent for analysis) must be charged at actual weights, at rates named above.

(e) Ale and Beer, in cases, kegs or barrels, to be billed and charged for at the following weights:

1/8 barrel.....	50 lbs.	2 doz. quarts in cases.....	85 lbs.
1/4 "	100 "	3 doz. pints in cases.....	80 "
1/2 "	180 "	4 doz. pints in cases.....	105 "
Full size barrel.....	350 "	4 doz. quarts in cases.....	170 "
2 doz. pints in cases.....	55 "	6 doz. quarts in bbls.....	250 "
1 doz. quarts in cases.....	50 "	10 doz. pints in bbls.....	250 "

Rates for Adams Express Company between Offices on Water
Routes in Virginia—Continued.

RATES ON "SCALE K" ARTICLES AND ICE—CONTINUED.

(f) Coca Cola or Vani-Kola, estimated weight of cases containing six dozen short pints at 125 pounds.

(g) Should the above scale not show the exact Merchandise rate applicable between two given points, each of which is located on a water line, the next higher Merchandise rate shown therein will be used as a basis for arriving at the rate on "Scale K" articles and ice.

(h) To arrive at through rates between points on water lines and points on railway lines, reached by the Southern Express Company or the United States Express Company, see note under the general heading on pages 530 and 531.

*For explanation of, "pound rates" see Rule 6 (d) of Express Classification.

MONEY RATES.

OLD DOMINION STEAMSHIP COMPANY'S LINES.

Following is a list of local offices on the Old Dominion Steamship Company's Lines:

Auburn Wharf, Va.	Dixondale, Va.	Roanes Wharf, Va.
Baileys Wharf, Va.	Hicks Wharf, Va.	Severn, Va.
Battery Park, Va.	Hockley, Va.	*Smithfield, Va.
Diggs Wharf, Va.	New Point, Va.	Williams Wharf, Va.

The Money Rates between any of the above named places and also between those places and Norfolk, Va.; Fort Monroe, Va.; Old Point Comfort, Va.; Hampton, Va.; or Newport News, Va., are as given below:

CURRENCY, GOLD COIN AND SILVER COIN.

\$100 and under 25 cents. Over \$100 25 cents per \$100.

*Exception—Between Norfolk or Newport News and Smithfield the rates are as follows:

\$200 or less 25 cents per \$100 (minimum charge 25c).	\$1,500 and over \$1,000 \$1 25	\$4,000 and over \$3,500 \$3 00
400 and over \$200 \$ 50	2,000 " " 1,500 1 50	4,500 " " 4,000 3 40
750 " " 400 75	2,500 " " 2,000 1 90	5,000 " " 4,500 3 75
1,000 " " 750 1 00	3,000 " " 2,500 2 25	5,500 " " 5,000 4 15
	3,500 " " 3,000 2 65	6,000 " " 5,500 4 50

Over \$6,000, 60 cents per \$1,000, but not less than \$4.50.

The through rates on Money between offices on the Old Dominion Steamship Lines and all other express offices will be made by the addition of the above rates to those in effect to or from Norfolk, Fort Monroe, Old Point Comfort, Hampton or Newport News, whichever produces the lowest through charge.

Rates for Adams Express Company between Offices on Water Routes in Virginia.—Continued.

MONEY RATES—CONTINUED.

VIRGINIA NAVIGATION COMPANY.

Following is a list of offices on the Virginia Navigation Company's line:

City Point, Va., Cobham Wharf (Surry County), Va.
Sandy Point, Va.

The Money Rates between any of the above-named places and also between those places and Richmond, Va., Newport News, Va., Old Point Comfort, Va., Portsmouth, Va., or Norfolk, Va., are as given below:

CURRENCY, GOLD COIN AND SILVER COIN.

\$100 and under 25 cents.

Over \$100 25 cents per \$100.

The through rates on Money between offices on the Virginia Navigation Company's Lines and all other express offices will be made by the addition of the above rates to those in effect to or from Richmond, Va; Newport News, Va.; Old Point Comfort, Va.; Portsmouth, Va.; or Norfolk, Va.; whichever produces the lowest through charge.

**MARYLAND, DELAWARE AND VIRGINIA RAILWAY COMPANY'S
STEAMER LINES.**

RAPPAHANNOCK RIVER.

Following is a list of local offices in Virginia on the Maryland, Delaware and Virginia Railway Steamer Line on Rappahannock River.

Bowlers Wharf, Va.	Morattico, Va.	Tappahannock, Va.
Burhams Wharf, Va.	Naylors, Va.	Urbanna, Va.
Irvington, Va.	North End, Va.	Wellfords, Va.
Laytons, Va.	Ottoman, Va.	Wilmont, Va.
Leedstown, Va.	Port Royal, Va.	
Mill Creek, Va.	Sharps, Va.	

The money rates between any two points on the Rappahannock River, and between any of them and Norfolk, Va., or Fredericksburg, Va., are:

ON CURRENCY, GOLD COIN AND SILVER COIN.

\$100 and under.....	25 cents	Over \$100.....	25 cents per \$100
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**Rates for Adams Express Company between Offices on Water
Routes in Virginia—Continued.**

MONEY RATES.—CONTINUED.

The through rates on money between a point on the Rappahannock River Line and a point beyond that line will be the addition of the above rates to those to or from Norfolk or Fredericksburg, whichever produces the lower through charge.

POTOMAC RIVER.

The money rates between any two points on the Potomac River in Virginia, and between any of them and Alexandria, Va., are

ON CURRENCY, GOLD COIN AND SILVER COIN.

\$100 and under	25 cents	Over \$100	25 cents per \$100
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**PIANKATANK RIVER ROUTE OF THE BALTIMORE, CHESAPEAKE
AND ATLANTIC RAILWAY COMPANY.**

Following is a list of offices in Virginia on the Piankatank River Route of the Baltimore, Chesapeake and Atlantic Railway Company:

Blackwells, Va.	Fitchetts Va.	Mila, Va.
Byrdton, Va.	Fleeton, Va.	Reedville, Va.
Cherry Point, Va.	Jacksons Creek, Va.	Ruark, Va.
Crickett Hill, Va.		Tipers, Va.

The Money Rates between any two of the above places and between any of them and Norfolk, Va., or Fredericksburg, Va., are as given below:

CURRENCY, GOLD COIN AND SILVER COIN.

\$100 and under	25 cents.	Over \$100	25 cents per \$100.
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The through rates on Money between the above points and all other express offices will be the addition of the above rates to those to or from Norfolk or Fredericksburg, whichever produces the lower through charge.

RATES FOR THE SOUTHERN EXPRESS COMPANY
BETWEEN OFFICES ON WATER
ROUTES IN VIRGINIA.

The following are the Rates on traffic moving through the Southern Express Company by boat:

Between Old Point Comfort and { Norfolk Va.
Portsmouth, Va.

LOCALLY BETWEEN THESE
POINTS PROPER—

MERCHANDISE RATE.....40c per 100 lbs.

ON "GENERAL SPECIAL"
ARTICLES DESCRIBED IN
RULE 4 OF EXPRESS TAR-
IFF No. 2. (Pound Rate) min-
imum charge 35 cents, except on
5 pounds or less the charge not
to exceed 25 cents.....32c per 100 lbs.

ON "GENERAL SPECIAL" AR-
TICLES (except those covered
by next above item), "SCALE
K" ARTICLES and ICE.
(Pound Rate), minimum charge
30 cents, except on 5 pounds or
less the charge shall not exceed
25 cents.....30c per 100 lbs.

PROPORTIONAL OR WHEN
FROM OR FOR POINTS BE-
YOND THE POINTS NAMED
ABOVE—

MERCHANDISE RATE.....25c per 100 lbs.
(For packages weighing less
than 100 pounds the charge
from point of origin to desti-
nation will be according to
the rules in Express Tariff No.
3, when handled by only one
express company or when hand-
led by two or more express com-
panies, as the case may be).

ON "GENERAL SPECIAL"
ARTICLES DESCRIBED IN
RULE 4 OF EXPRESS TAR-
IFF No. 2 (Pound Rate).....20c per 100 lbs.

PROPORTIONAL—CONTINUED.

ON "GENERAL SPECIAL"
ARTICLES DESCRIBED IN
RULE 4 OF EXPRESS TAR-
IFF No. 2.—Continued.

Minimum charge—
On a shipment handled by
the Southern Express Com-
pany only, 35 cents from
point of origin to destina-
tion; except on 5 pounds or
less, the charge not to exceed
25 cents.

On a shipment handled by
two or more express com-
panies, 25 cents for each
company; except on 5
pounds or less the charge
not to exceed 25 cents from
point of origin to destination.

ON "GENERAL SPECIAL"
ARTICLES (except those cov-
ered by next above item),
"SCALE K" ARTICLES and
ICE (Pound Rate).....25c per 100 lbs.

Minimum charge—
On shipment handled by the
Southern Express Company
only, 30 cents from point of
origin to destination; except
on 5 pounds or less, the
charge not to exceed 25
cents.

On a shipment handled by
two or more express com-
panies, 25 cents for each ex-
press company; except on 5
pounds or less the charge
not to exceed 25 cents from
point of origin to destina-
tion.

RATES BETWEEN
OFFICES OF THE ADAMS EXPRESS COMPANY
ON WATER LINES
and
OFFICES OF SAME COMPANY
ON RAILWAY LINES.

Rates between offices of the Adams Express Company

(Applicable also to and from Junction Points on traffic interchanged with for such other express companies, according to

The following are the MERCHANDISE RATES per 100 pounds for offices on water lines being shown as headings to the columns, and names of be found where the line carrying name of office on railway line crosses or

Number.	RAIL LINES.	BETWEEN	WATER LINES.							
			Auburn Wharf, Va.	Battery Park, Va.	Rowlers Wharf, Va.	Burham Wharf, Va.	City Point, Va.	Cobham Wharf, Va.	Diggs Wharf, Va.	Dismale, Va.
1	Abert	Va.	1 40	1 75	1 75	1 20	1 30	1 40	1 40	1 40
2	Abilene	Mo.	1 10	1 45	1 45	1 20	1 20	1 20	1 20	1 20
3	Accotink	Va.	1 20	1 35	1 35	1 10	1 10	1 10	1 10	1 10
4	Adair	Mo.	1 00	1 35	1 35	1 10	1 10	1 10	1 10	1 10
5	Afton	Mo.	1 30	1 45	1 45	1 20	1 20	1 20	1 20	1 20
6	Alberta	Ala.	1 00	1 35	1 35	1 00	1 00	1 10	1 10	1 10
7	Alexandria	Va.	1 30	1 35	1 35	1 10	1 10	1 30	1 30	1 30
8	Alleghany	Pa.	1 50	1 75	1 75	1 50	1 50	1 55	1 55	1 55
9	Allens Creek	Pa.	1 30	1 50	1 50	1 20	1 20	1 40	1 40	1 40
10	Altavista	Va.	1 30	1 65	1 65	1 40	1 40	1 40	1 40	1 40
11	Appalachia	Va.	1 90	2 25	2 25	1 95	1 95	1 90	1 90	1 90
12	Arvonia	Va.	1 10	1 45	1 45	1 00	1 00	1 20	1 20	1 20
13	Ashland	Mo.	1 15	1 35	1 35	1 00	1 00	1 20	1 20	1 20
14	Aspen	Mo.	1 20	1 55	1 55	1 30	1 30	1 30	1 30	1 30
15	Atlee	Mo.	1 00	1 10	1 10	1 00	1 00	1 00	1 00	1 00
16	Augusta Springs	Va.	1 40	1 55	1 55	1 30	1 30	1 40	1 40	1 40
17	Backbone	Va.	1 50	1 75	1 75	1 50	1 50	1 50	1 50	1 50
18	Balcony Falls	Va.	1 40	1 75	1 75	1 30	1 30	1 50	1 50	1 50
19	Barbour's Creek	Va.	1 55	1 75	1 75	1 50	1 50	1 55	1 55	1 55
20	Basic	Va.	1 20	1 45	1 45	1 20	1 20	1 40	1 40	1 40
21	Beaver Dam	Va.	1 10	1 10	1 10	1 00	1 00	1 10	1 10	1 10
22	Belle Haven	Va.	1 75	1 10	1 10	1 00	1 00	1 75	1 75	1 75
23	Bell's Valley	Va.	1 40	1 55	1 55	1 30	1 30	1 40	1 40	1 40
24	Ben Hur	Va.	1 90	2 25	2 25	1 95	1 95	1 90	1 90	1 90
25	Bees	Va.	1 50	1 75	1 75	1 50	1 50	1 50	1 50	1 50
26	Big Island	Va.	1 40	1 75	1 75	1 30	1 30	1 50	1 50	1 50
27	Big Stone Gap	Va.	1 90	2 25	2 25	1 95	1 95	1 90	1 90	1 90
28	Bird's Nest	Va.	1 75	1 10	1 10	1 00	1 00	1 75	1 75	1 75
29	Blackwood	Va.	1 90	2 25	2 25	1 95	1 95	1 90	1 90	1 90
30	Bloxom	Va.	1 90	1 25	1 25	1 00	1 00	1 90	1 90	1 90
31	Boas	Va.	1 75	1 10	1 10	1 00	1 00	1 75	1 75	1 75
32	Bremo	Va.	1 10	1 25	1 25	1 00	1 00	1 20	1 20	1 20
33	Bridgewater	Va.	1 90	1 80	1 80	1 70	1 70	1 90	1 90	1 90
34	Briery	Va.	1 10	1 45	1 45	1 20	1 20	1 20	1 20	1 20
35	Brooke	Va.	1 30	1 75	1 75	1 00	1 00	1 30	1 30	1 30
36	Brookneal	Va.	1 20	1 55	1 55	1 30	1 30	1 30	1 30	1 30
37	Buchanan	Va.	1 50	1 75	1 75	1 40	1 40	1 50	1 50	1 50
38	Buckner	Va.	1 10	1 10	1 10	1 00	1 00	1 10	1 10	1 10
39	Buena Vista	Va.	1 50	1 75	1 75	1 40	1 40	1 50	1 50	1 50
40	Buffalo Springs (Nelson Co.)	Va.	1 50	1 50	1 30	1 30	1 30	1 30	1 30	1 30
41	Bumpass	Va.	1 10	1 10	1 10	1 00	1 00	1 10	1 10	1 10
42	Burdette	Va.	1 75	1 10	1 10	1 00	1 00	1 75	1 75	1 75
43	Callaghan	Va.	1 50	1 75	1 75	1 30	1 30	1 50	1 50	1 50
44	Campbell	Va.	1 20	1 20	1 20	1 10	1 10	1 20	1 20	1 20
45	Cape Charles	Va.	1 05	1 05	1 00	1 00	1 05	1 05	1 05	1 05
46	Capeville	Va.	1 05	1 05	1 00	1 00	1 05	1 05	1 05	1 05
47	Carysbrook	Va.	1 20	1 20	1 35	1 35	1 00	1 20	1 20	1 20
48	Charlottesville	Va.	1 30	1 30	1 25	1 25	1 10	1 10	1 30	1 30
49	Cherriton	Va.	1 05	1 05	1 00	1 00	1 05	1 05	1 05	1 05
50	Cherry Hill	Va.	1 30	1 30	1 75	1 75	1 10	1 10	1 30	1 30
51	Christian	Va.	1 40	1 40	1 55	1 55	1 20	1 20	1 40	1 40
52	Clearbrook	Va.	1 90	1 90	1 75	1 75	2 00	2 00	1 90	1 90
53	Clifton Forge	Va.	1 50	1 50	1 65	1 65	1 40	1 40	1 50	1 50
54	Cobbs	Va.	1 05	1 05	1 00	1 00	1 05	1 05	1 05	1 05
55	Cobham	Va.	1 20	1 20	1 20	1 20	1 10	1 10	1 20	1 20

**other express companies in connection with the PROPORTIONAL RATES
Express Tariff No. 2 or Express Tariff No. 3)**

traffic moving in Virginia intrastate as indicated above; the names of the
the offices on railway lines on left-hand side of pages. A rate as desired will
joins the column headed with name of the office on water line.

Hicks Wharf, Va.	Hockley, Va.	Irvington, Va.	Laytons, Va.	Leedstown, Va.	Mill Creek, Va.	Morattico, Va.	Naylor, Va.	New Point, Va.	North End, Va.	Ottoman, Va.	Port Royal, Va.	Roanes Wharf, Va.	Sandy Point, Va.	Severn, Va.	Sharps, Va.	Smithfield, Va.	Tappahannock, Va.	Urbanna, Va.	Wellfords, Va.	Williams Wharf, Va.	Wilmont, Va.	Number.
1 40	1 40	1 75	1 75	1 75	1 75	1 75	1 75	1 40	1 75	1 75	1 75	1 40	1 30	1 40	1 75	1 40	1 75	1 75	1 75	1 40	1 75	1
1 20	1 20	1 45	1 70	1 70	1 45	1 45	1 70	1 20	1 45	1 45	1 70	1 20	1 20	1 20	1 45	1 10	1 45	1 45	1 45	1 20	1 70	2
1 30	1 30	95	85	85	95	85	85	1 30	95	95	85	1 30	1 10	1 30	85	1 30	85	85	1 30	85	3	
1 10	1 10	1 35	1 60	1 60	1 35	1 35	1 60	1 10	1 35	1 35	1 60	1 10	1 10	1 10	1 35	1 00	1 35	1 35	1 10	1 60	4	
1 40	1 40	1 50	1 45	1 45	1 50	1 45	1 45	1 40	1 50	1 50	1 45	1 40	1 20	1 40	1 45	1 30	1 45	1 45	1 40	1 45	5	
1 10	1 10	1 35	1 50	1 50	1 35	1 35	1 50	1 10	1 35	1 35	1 50	1 10	1 00	1 10	1 35	1 00	1 35	1 35	1 10	1 50	6	
1 30	1 30	95	85	75	95	85	85	1 30	95	90	75	1 30	1 10	1 30	85	1 30	85	85	1 30	75	7	
1 55	1 55	1 85	1 75	1 75	1 85	1 75	1 75	1 55	1 85	1 85	1 75	1 55	1 50	1 55	1 75	1 50	1 75	1 75	1 55	1 75	8	
1 40	1 40	1 50	1 50	1 50	1 50	1 50	1 50	1 40	1 50	1 50	1 50	1 40	1 20	1 40	1 50	1 30	1 50	1 50	1 40	1 50	9	
1 40	1 40	1 65	1 75	1 65	1 65	1 65	1 75	1 40	1 65	1 65	1 65	1 40	1 40	1 40	1 65	1 30	1 65	1 65	1 40	1 65	10	
1 90	1 90	2 25	2 45	2 45	2 25	2 25	2 45	1 90	2 25	2 25	2 45	1 90	1 95	1 90	2 25	1 90	2 25	2 25	1 90	2 45	11	
1 20	1 20	1 50	1 45	1 45	1 50	1 45	1 45	1 20	1 50	1 50	1 45	1 20	1 00	1 20	1 45	1 10	1 45	1 45	1 20	1 45	12	
1 30	1 30	95	85	85	95	85	85	1 30	95	95	85	1 30	75	1 30	85	1 15	85	85	1 30	85	13	
1 00	1 00	1 20	1 10	1 10	1 20	1 10	1 10	1 00	1 20	1 20	1 10	1 00	75	1 00	1 10	1 00	1 10	1 10	1 00	1 10	14	
1 40	1 40	1 65	1 55	1 55	1 65	1 55	1 55	1 40	1 65	1 65	1 55	1 40	1 30	1 40	1 55	1 40	1 55	1 55	1 40	1 55	15	
1 50	1 50	1 85	1 75	1 75	1 85	1 75	1 75	1 50	1 85	1 85	1 75	1 50	1 50	1 50	1 75	1 50	1 75	1 75	1 50	1 75	16	
1 50	1 50	1 75	1 75	1 75	1 75	1 75	1 75	1 50	1 75	1 75	1 75	1 50	1 30	1 50	1 75	1 40	1 75	1 75	1 50	1 75	17	
1 55	1 55	1 75	1 75	1 75	1 75	1 75	1 75	1 55	1 75	1 75	1 75	1 55	1 50	1 55	1 75	1 55	1 75	1 75	1 55	1 75	18	
1 40	1 40	1 50	1 45	1 45	1 50	1 45	1 45	1 40	1 50	1 50	1 45	1 40	1 20	1 40	1 45	1 30	1 45	1 45	1 40	4	19	
1 10	1 10	1 20	1 10	1 10	1 20	1 10	1 10	1 10	1 20	1 20	1 10	1 10	85	1 10	1 10	1 10	1 10	1 10	1 10	1 10	20	
75	75	1 10	1 35	1 35	1 10	1 10	1 35	75	1 10	1 10	1 35	75	85	75	1 10	75	1 10	1 10	1 10	75	21	
1 40	1 40	1 65	1 55	1 55	1 65	1 55	1 55	1 40	1 65	1 65	1 55	1 40	1 30	1 40	1 55	1 40	1 55	1 55	1 40	1 55	22	
1 90	1 90	2 25	2 45	2 45	2 25	2 25	2 45	1 90	2 25	2 25	2 45	1 90	1 95	1 90	2 25	1 90	2 25	2 25	1 90	2 45	23	
1 50	1 50	1 85	1 75	1 75	1 85	1 75	1 75	1 50	1 85	1 85	1 75	1 50	1 50	1 50	1 75	1 50	1 75	1 75	1 50	1 75	24	
1 50	1 50	1 75	1 75	1 75	1 75	1 75	1 75	1 50	1 75	1 75	1 75	1 50	1 30	1 50	1 75	1 40	1 75	1 75	1 50	1 75	25	
1 90	1 90	2 25	2 45	2 45	2 25	2 25	2 45	1 90	2 25	2 25	2 45	1 90	1 95	1 90	2 25	1 90	2 25	2 25	1 90	2 45	26	
75	75	1 10	1 35	1 35	1 10	1 10	1 35	75	1 10	1 10	1 35	75	85	75	1 10	75	1 10	1 10	1 10	75	27	
1 90	1 90	2 25	2 45	2 45	2 25	2 25	2 45	1 90	2 25	2 25	2 45	1 90	1 95	1 90	2 25	1 90	2 25	2 25	1 90	2 45	28	
90	90	1 25	1 50	1 50	1 25	1 25	1 50	90	1 25	1 25	1 50	90	1 00	90	1 25	90	1 25	1 25	90	1 50	29	
85	85	1 10	1 35	1 35	1 10	1 10	1 35	85	1 10	1 10	1 35	85	85	85	1 10	75	1 10	1 10	85	1 35	30	
1 20	1 20	1 45	1 25	1 25	1 45	1 25	1 25	1 20	1 45	1 45	1 25	1 20	1 00	1 20	1 25	1 10	1 25	1 25	1 20	1 25	31	
1 90	1 90	1 90	1 80	1 70	1 90	1 80	1 80	1 90	1 90	1 90	1 70	1 90	1 70	1 90	1 80	1 90	1 80	1 80	1 90	1 70	32	
1 20	1 20	1 45	1 70	1 70	1 45	1 45	1 70	1 20	1 45	1 45	1 70	1 20	1 20	1 20	1 45	1 10	1 45	1 45	1 20	1 70	33	
1 30	1 30	85	75	75	85	75	75	1 30	85	85	75	1 30	1 00	1 30	75	1 30	75	75	1 30	75	34	
1 30	1 30	1 55	1 80	1 80	1 55	1 55	1 80	1 30	1 55	1 55	1 80	1 30	1 30	1 30	1 55	1 20	1 55	1 55	1 30	1 80	35	
1 50	1 50	1 75	1 75	1 75	1 75	1 75	1 75	1 50	1 75	1 75	1 75	1 50	1 40	1 50	1 75	1 50	1 75	1 75	1 50	1 75	36	
1 10	1 10	1 20	1 10	1 10	1 20	1 10	1 10	1 10	1 20	1 20	1 10	1 10	85	1 10	1 10	1 10	1 10	1 10	1 10	1 10	37	
1 50	1 50	1 75	1 75	1 75	1 75	1 75	1 75	1 50	1 75	1 75	1 75	1 50	1 40	1 50	1 75	1 50	1 75	1 75	1 50	1 75	38	
1 30	1 30	1 50	1 50	1 50	1 50	1 50	1 50	1 30	1 50	1 50	1 50	1 30	1 20	1 30	1 50	1 30	1 50	1 50	1 30	1 50	39	
1 10	1 10	1 20	1 10	1 10	1 20	1 10	1 10	1 10	1 20	1 20	1 10	1 10	85	1 10	1 10	1 10	1 10	1 10	1 10	1 10	40	
85	85	1 10	1 35	1 35	1 10	1 10	1 35	85	1 10	1 10	1 35	85	85	85	1 10	75	1 10	1 10	85	1 35	41	
1 50	1 50	1 85	1 75	1 75	1 85	1 75	1 75	1 50	1 85	1 85	1 75	1 50	1 50	1 50	1 75	1 50	1 75	1 75	1 50	1 75	42	
1 20	1 20	1 30	1 20	1 20	1 30	1 20	1 20	1 20	1 30	1 30	1 20	1 20	1 10	1 20	1 20	1 20	1 20	1 20	1 20	1 20	43	
65	65	1 00	1 25	1 25	1 00	1 00	1 25	65	1 00	1 00	1 25	65	75	65	1 00	65	1 00	1 00	65	1 25	44	
65	65	1 00	1 25	1 25	1 00	1 00	1 25	65	1 00	1 00	1 25	65	75	65	1 00	65	1 00	1 00	65	1 25	45	
1 20	1 20	1 45	1 35	1 35	1 45	1 35	1 35	1 20	1 45	1 45	1 35	1 20	1 00	1 20	1 35	1 20	1 35	1 35	1 20	1 35	46	
1 30	1 30	1 45	1 25	1 25	1 45	1 25	1 25	1 30	1 45	1 45	1 25	1 30	1 10	1 30	1 25	1 20	1 25	1 25	1 30	1 25	47	
65	65	1 00	1 25	1 25	1 00	1 00	1 25	65	1 00	1 00	1 25	65	75	65	1 00	65	1 00	1 00	65	1 25	48	
1 30	1 30	85	75	75	85	75	75	1 30	85	85	75	1 30	1 10	1 30	75	1 30	75	75	1 30	75	49	
1 40	1 40	1 65	1 55	1 55	1 65	1 55	1 55	1 40	1 65	1 65	1 55	1 40	1 20	1 40	1 55	1 40	1 55	1 55	1 40	1 55	50	
1 90	1 90	1 75	1 75	1 75	1 75	1 75	1 75	1 90	1 75	1 75	1 75	1 90	2 00	1 90	1 75	1 90	1 75	1 75	1 90	1 75	51	
1 50	1 50	1 75	1 65	1 65	1 75	1 65	1 65	1 50	1 75	1 75	1 65	1 50	1 40	1 50	1 65	1 50	1 65	1 65	1 50	1 65	52	
65	65	1 00	1 25	1 25	1 00	1 00	1 25	65	1 00	1 00	1 25	65	75	65	1 00	65	1 00	1 00	65	1 25	53	
1 20	1 20	1 30	1 20	1 20	1 30	1 20	1 20	1 20	1 30	1 30	1 20	1 20	1 10	1 20	1 20	1 20	1 20	1 20	1 20	1 20	54	

RATES BETWEEN OFFICES OF THE ADAMS EXPRESS CO. ON WATER
MERCHANDISE

Number.	RAIL LINES.	'BETWEEN	WATER LINES.										
				Auburn Wharf, Va.	Baileys Wharf, Va.	Battery Park, Va.	Bowlers Wharf, Va.	Burhans Wharf, Va.	City Point, Va.	Cobham Wharf, Va.	Diggs Wharf, Va.	Dixondale, Va.	
1	Coleman.....	V2	1	40	1 40	1 40	1 75	1 75	1 30	1 30	1 40	1 40	
2	Colosse.....	"	"	85	85	75	1 10	1 10	85	85	85	85	
3	Columbia.....	"	"	1 10	1 10	1 10	1 25	1 25	85	85	1 10	1 10	
4	Covington.....	"	"	1 50	1 50	1 50	1 75	1 75	1 50	1 50	1 50	1 50	
5	Coy.....	"	"	1 60	1 60	1 50	1 85	1 85	1 60	1 60	1 60	1 60	
6	Craigsville.....	"	"	1 40	1 40	1 40	1 55	1 55	1 30	1 30	1 40	1 40	
7	Croset.....	"	"	1 30	1 30	1 30	1 45	1 45	1 20	1 20	1 30	1 30	
8	Cullen.....	"	"	1 20	1 20	1 10	1 45	1 45	1 20	1 20	1 20	1 20	
9	Dayton.....	"	"	1 90	1 90	1 90	1 80	1 80	1 70	1 70	1 90	1 90	
10	Diascund.....	"	"	75	75	75	1 10	1 10	85	85	75	75	
11	Dillwyn.....	"	"	1 20	1 20	1 20	1 50	1 50	1 10	1 10	1 20	1 20	
12	Dolphin.....	"	"	1 10	1 10	1 00	1 35	1 35	1 10	1 10	1 10	1 10	
13	Dorchester Junction.....	"	"	1 90	1 90	1 90	2 25	2 25	1 95	1 95	1 90	1 90	
14	Doswell.....	"	"	1 10	1 10	1 10	85	85	75	75	1 10	1 10	
15	Dryden.....	"	"	1 90	1 90	1 90	2 25	2 25	1 95	1 95	1 90	1 90	
16	Dundas.....	"	"	1 20	1 20	1 10	1 45	1 45	1 20	1 20	1 20	1 20	
17	Eagle Mountain.....	"	"	1 50	1 50	1 50	1 75	1 75	1 50	1 50	1 50	1 50	
18	East Atlee.....	"	"	1 00	1 00	1 00	1 10	1 10	75	75	1 00	1 00	
19	East Lexington.....	"	"	1 50	1 50	1 50	1 75	1 75	1 40	1 40	1 50	1 50	
20	Eastville.....	"	"	75	75	75	1 10	1 10	85	85	75	75	
21	Eggleston.....	"	"	1 60	1 60	1 50	1 85	1 85	1 60	1 60	1 60	1 60	
22	Elk Hill.....	"	"	1 10	1 10	1 10	1 25	1 25	85	85	1 10	1 10	
23	Elko.....	"	"	90	90	90	1 20	1 20	75	75	90	90	
24	Elkton.....	"	"	1 75	1 75	1 65	1 70	1 70	1 55	1 55	1 75	1 75	
25	Ellett (Montgomery Co.).....	"	"	1 60	1 60	1 50	1 85	1 85	1 60	1 60	1 60	1 60	
26	Esmont.....	"	"	1 30	1 30	1 20	1 50	1 50	1 10	1 10	1 30	1 30	
27	Ewell.....	"	"	75	75	75	1 10	1 10	85	85	75	75	
28	Ewing.....	"	"	2 00	2 00	2 00	2 35	2 35	2 05	2 05	2 00	2 00	
29	Exmore.....	"	"	75	75	75	1 10	1 10	85	85	75	75	
30	Ferrol.....	"	"	1 40	1 40	1 40	1 55	1 55	1 30	1 30	1 40	1 40	
31	Fishersville.....	"	"	1 40	1 40	1 40	1 50	1 50	1 20	1 20	1 40	1 40	
32	Fordwick.....	"	"	1 40	1 40	1 40	1 55	1 55	1 30	1 30	1 40	1 40	
33	Fork Union.....	"	"	1 20	1 20	1 20	1 35	1 35	1 00	1 00	1 20	1 20	
34	Fort Monroe.....	"	"	40	40	40	75	75	50	50	40	40	
35	Franconia.....	"	"	1 30	1 30	1 30	85	85	1 10	1 10	1 30	1 30	
36	Fraziers.....	"	"	85	85	75	1 10	1 10	85	85	85	85	
37	Fredericksburg.....	"	"	1 30	1 30	1 30	50	50	1 00	1 00	1 30	1 30	
38	Frederick's Hall.....	"	"	1 10	1 10	1 10	1 10	1 10	85	85	1 10	1 10	
39	Gala.....	"	"	1 50	1 50	1 50	1 75	1 75	1 50	1 50	1 50	1 50	
40	Galt's Mills.....	"	"	1 40	1 40	1 40	1 50	1 50	1 20	1 20	1 40	1 40	
41	Gilmore Mills.....	"	"	1 50	1 50	1 50	1 75	1 75	1 40	1 40	1 50	1 50	
42	Gladstone.....	"	"	1 40	1 40	1 30	1 50	1 50	1 20	1 20	1 40	1 40	
43	Glen Allen.....	"	"	1 30	1 30	1 15	93	85	75	75	1 30	1 30	
44	Glen Wilton.....	"	"	1 50	1 50	1 50	1 65	1 65	1 40	1 40	1 50	1 50	
45	Goodview.....	"	"	1 50	1 50	1 40	1 75	1 75	1 50	1 50	1 50	1 50	
46	Goodwin's Ferry.....	"	"	1 60	1 60	1 50	1 85	1 85	1 60	1 60	1 60	1 60	
47	Gordonsville.....	"	"	1 20	1 20	1 10	1 20	1 20	1 00	1 00	1 20	1 20	
48	Goshen.....	"	"	1 50	1 50	1 40	1 55	1 55	1 30	1 30	1 50	1 50	
49	Gray.....	"	"	1 00	1 00	90	1 25	1 25	1 00	1 00	1 00	1 00	
50	Greenbush.....	"	"	90	75	90	1 25	1 25	1 00	1 00	90	90	
51	Greenlee.....	"	"	1 50	1 50	1 50	1 75	1 75	1 40	1 40	1 50	1 50	
52	Green Springs.....	"	"	1 20	1 20	1 10	1 20	1 20	1 00	1 00	1 20	1 20	
53	Greenwood.....	"	"	1 30	1 30	1 30	1 45	1 45	1 20	1 20	1 30	1 30	
54	Grove.....	"	"	75	75	65	1 00	1 00	75	75	75	75	
55	Guinea.....	"	"	1 30	1 30	1 25	75	75	85	85	1 30	1 30	
56	Hagans.....	"	"	2 00	2 00	2 00	2 35	2 35	2 05	2 05	2 00	2 00	
57	Hallwood.....	"	"	90	90	90	1 25	1 25	1 00	1 00	90	90	
58	Hampton.....	"	"	50	50	40	75	75	50	50	50	50	
59	Hanover.....	"	"	1 10	1 10	1 00	1 10	1 10	75	75	1 10	1 10	
60	Hardware.....	"	"	1 20	1 20	1 10	1 25	1 25	1 00	1 00	1 20	1 20	
61	Harrisonburg.....	"	"	1 65	1 65	1 65	1 55	1 55	1 45	1 45	1 65	1 65	
62	Hutton.....	"	"	1 20	1 20	1 20	1 25	1 25	1 10	1 10	1 20	1 20	
63	Hewlett.....	"	"	1 10	1 10	1 10	1 10	1 10	85	85	1 10	1 10	

**LINE'S AND OFFICES OF SAME COMPANY ON RAILWAY LINES—
RATES—CONTINUED.**

[illegible]

RATES BETWEEN OFFICES OF THE ADAMS EXPRESS CO. ON WATER
MERCHANDISE

Number.	RAIL LINES.	BETWEEN									
		WATER LINES.									
		Auburn Wharf, Va.	Baileys Wharf, Va.	Battery Park, Va.	Bowlers Wharf, Va.	Burhans Wharf, Va.	City Point, Va.	Cobham Wharf, Va.	Diggs Wharf, Va.	Dixonsdale, Va.	
1	Holecomb Rock.....	1 40	1 40	1 40	1 75	1 75	1 30	1 30	1 45	1 45	
2	Hot Springs.....	1 55	1 55	1 55	1 85	1 85	1 50	1 50	1 55	1 55	
3	Howardsville.....	1 30	1 30	1 20	1 50	1 50	1 10	1 10	1 30	1 30	
4	Hubbard Springs.....	2 00	2 00	2 00	2 35	2 35	2 05	2 05	2 00	2 00	
5	Huddleston.....	1 50	1 50	1 40	1 75	1 75	1 50	1 50	1 50	1 50	
6	Indian Rock.....	1 50	1 50	1 50	1 75	1 75	1 40	1 40	1 50	1 50	
7	Iron Gate.....	1 50	1 50	1 50	1 65	1 65	1 40	1 40	1 50	1 50	
8	Ironto.....	1 60	1 60	1 50	1 85	1 85	1 60	1 60	1 60	1 60	
9	Irwin.....	1 10	1 10	1 10	1 25	1 25	85	85	1 10	1 10	
10	Island.....	1 10	1 10	1 10	1 25	1 25	85	85	1 10	1 10	
11	Ivy.....	1 30	1 30	1 30	1 35	1 35	1 20	1 20	1 30	1 30	
12	Jarratt.....	1 00	1 00	90	1 25	1 25	85	85	1 00	1 00	
13	Johnson.....	1 20	1 20	1 20	1 50	1 50	1 00	1 00	1 20	1 20	
14	Jordan.....	1 50	1 50	1 50	1 75	1 75	1 50	1 50	1 50	1 50	
15	Joyner.....	1 00	1 00	90	1 25	1 25	1 00	1 00	1 00	1 00	
16	Keesletown.....	1 90	1 90	1 90	1 80	1 80	1 70	1 70	1 90	1 90	
17	Keller.....	75	75	75	1 10	1 10	85	85	75	75	
18	Kenbridge.....	1 20	1 20	1 10	1 45	1 45	1 20	1 20	1 20	1 20	
19	Kenyon.....	75	75	65	1 00	1 00	75	75	75	75	
20	Kerwick.....	1 20	1 20	1 20	1 25	1 25	1 10	1 10	1 20	1 20	
21	Kincaid.....	1 55	1 55	1 50	1 75	1 75	1 50	1 50	1 55	1 55	
22	Kiptopeke.....	75	75	75	1 10	1 10	85	85	75	75	
23	Lanexa.....	75	75	75	1 10	1 10	85	85	75	75	
24	Lecato.....	90	90	90	1 25	1 25	1 00	1 00	90	90	
25	Lee.....	1 10	1 10	1 00	1 25	1 25	75	75	1 10	1 10	
26	Lee Hall.....	65	65	65	1 00	1 00	75	75	65	65	
27	Leesville.....	1 50	1 50	1 40	1 75	1 75	1 50	1 50	1 50	1 50	
28	Lexington.....	1 50	1 50	1 50	1 75	1 75	1 40	1 40	1 50	1 50	
29	Lick Run.....	1 50	1 50	1 50	1 65	1 65	1 40	1 40	1 50	1 50	
30	Lightfoot.....	75	75	75	1 10	1 10	85	85	75	75	
31	Lindsay.....	1 20	1 20	1 20	1 20	1 20	1 00	1 00	1 20	1 20	
32	Longdale.....	1 50	1 50	1 50	1 65	1 65	1 40	1 40	1 50	1 50	
33	Long Island.....	1 40	1 40	1 30	1 65	1 65	1 40	1 40	1 40	1 40	
34	Lorraine.....	1 00	1 00	1 00	1 25	1 25	75	75	1 00	1 00	
35	Lorton.....	1 30	1 30	1 30	85	85	1 10	1 10	1 30	1 30	
36	Louisa.....	1 10	1 10	1 10	1 20	1 20	1 00	1 00	1 10	1 10	
37	Low Moor.....	1 50	1 50	1 50	1 65	1 65	1 50	1 50	1 50	1 50	
38	Lynchburg.....	1 40	1 40	1 40	1 50	1 50	1 20	1 20	1 40	1 40	
39	McGaheysville.....	1 90	1 90	1 90	1 80	1 80	1 70	1 70	1 90	1 90	
40	Machipongo.....	75	75	75	1 10	1 10	85	85	75	75	
41	Madison Run.....	1 20	1 20	1 20	1 20	1 20	1 00	1 00	1 20	1 20	
42	Maiden.....	1 10	1 10	1 10	1 25	1 25	85	85	1 10	1 10	
43	Makemie Park.....	90	90	90	1 25	1 25	1 00	1 00	90	90	
44	Manteo.....	1 30	1 30	1 20	1 50	1 50	1 10	1 10	1 30	1 30	
45	Mason (Accomac Co.).....	90	90	90	1 25	1 25	1 00	1 00	90	90	
46	Mears.....	90	1 00	90	1 25	1 25	1 00	1 00	90	90	
47	Mechums River.....	1 30	1 30	1 30	1 35	1 35	1 20	1 20	1 30	1 30	
48	Meherrin.....	1 20	1 20	1 10	1 45	1 45	1 20	1 20	1 20	1 20	
49	Melfa.....	75	75	75	1 10	1 10	85	85	75	75	
50	Melrose (Campbell Co.).....	1 40	1 40	1 30	1 65	1 65	1 40	1 40	1 40	1 40	
51	Melton.....	1 20	1 20	1 10	1 20	1 20	1 00	1 00	1 20	1 20	
52	Merrimac.....	1 60	1 60	1 50	1 85	1 85	1 60	1 60	1 60	1 60	
53	Milford.....	1 30	1 30	1 25	75	75	85	85	1 30	1 30	
54	Millboro.....	1 50	1 50	1 40	1 55	1 55	1 30	1 30	1 50	1 50	
55	Mineral.....	1 10	1 10	1 10	1 10	1 10	85	85	1 10	1 10	
56	Moneta.....	1 50	1 50	1 40	1 75	1 75	1 50	1 50	1 50	1 50	
57	Morrison.....	65	65	65	1 00	1 00	75	75	65	65	
58	Mossy Creek.....	1 90	1 90	1 90	1 80	1 80	1 70	1 70	1 90	1 90	
59	Mount Elliott.....	1 40	1 40	1 40	1 55	1 55	1 20	1 20	1 40	1 40	
60	Mount Solon.....	1 90	1 90	1 90	1 80	1 80	1 70	1 70	1 90	1 90	
61	Nassawadox.....	75	75	75	1 10	1 10	85	85	75	75	
62	National Soldiers Home.....	50	50	40	75	75	50	50	50	50	
63	Natural Bridge.....	1 50	1 50	1 50	1 75	1 75	1 40	1 40	1 50	1 50	

**LINE AND OFFICES OF SAME COMPANY ON RAILWAY LINES—
RATES—CONTINUED.**

Hicks Wharf, Va.	Hookley, Va.	Irrington, Va.	Laytons, Va.	Leedstown, Va.	Mill Creek, Va.	Morattico, Va.	Naylor, Va.	New Point, Va.	North End, Va.	Ottoman, Va.	Port Royal, Va.	Roanes Wharf, Va.	Sandy Point, Va.	Severn, Va.	Sharps, Va.	Smithfield, Va.	Tappahannock, Va.	Urbanna, Va.	Wellfords, Va.	Williams Wharf, Va.	Wilmont, Va.	Number.
1 40	1 40	1 75	1 75	1 75	1 75	1 75	1 75	1 40	1 75	1 75	1 75	1 40	1 30	1 40	1 75	1 40	1 75	1 75	1 75	1 40	1 75	1 75
1 55	1 55	1 90	1 85	1 85	1 90	1 85	1 85	1 55	1 90	1 90	1 85	1 55	1 50	1 55	1 85	1 55	1 85	1 85	1 85	1 55	1 85	1 85
1 30	1 30	1 50	1 50	1 50	1 50	1 50	1 50	1 30	1 50	1 50	1 50	1 30	1 10	1 30	1 50	1 20	1 50	1 50	1 50	1 30	1 50	1 50
2 00	2 00	2 35	2 55	2 55	2 35	2 35	2 55	2 00	2 35	2 35	2 55	2 00	2 05	2 00	2 35	2 00	2 35	2 35	2 35	2 00	2 55	2 55
1 50	1 50	1 75	2 00	2 00	1 75	1 75	2 00	1 50	1 75	1 75	2 00	1 50	1 50	1 50	1 75	1 40	1 75	1 75	1 75	1 50	2 00	2 00
1 50	1 50	1 75	1 75	1 75	1 75	1 75	1 75	1 50	1 75	1 75	1 75	1 50	1 40	1 50	1 75	1 50	1 75	1 75	1 75	1 50	1 75	1 75
1 60	1 60	1 85	2 10	2 10	1 85	1 85	2 10	1 60	1 85	1 85	2 10	1 60	1 60	1 60	1 85	1 50	1 85	1 85	1 85	1 60	2 10	2 10
1 10	1 10	1 25	1 25	1 25	1 25	1 25	1 25	1 10	1 25	1 25	1 25	1 10	1 85	1 10	1 25	1 10	1 25	1 25	1 25	1 10	1 25	1 25
1 10	1 10	1 45	1 35	1 35	1 45	1 35	1 35	1 10	1 45	1 45	1 25	1 35	1 85	1 10	1 25	1 10	1 25	1 25	1 25	1 10	1 25	1 25
1 30	1 30	1 45	1 35	1 35	1 45	1 35	1 35	1 30	1 45	1 45	1 35	1 30	1 20	1 30	1 35	1 30	1 35	1 35	1 35	1 30	1 35	1 35
1 00	1 00	1 25	1 50	1 50	1 25	1 25	1 50	1 00	1 25	1 25	1 50	1 00	1 00	1 00	1 25	1 90	1 25	1 25	1 25	1 00	1 50	1 50
1 20	1 20	1 50	1 50	1 50	1 50	1 50	1 50	1 20	1 50	1 50	1 50	1 20	1 00	1 20	1 50	1 20	1 50	1 50	1 50	1 20	1 50	1 50
1 50	1 50	1 85	1 75	1 75	1 85	1 75	1 75	1 50	1 85	1 85	1 75	1 50	1 50	1 50	1 75	1 50	1 75	1 75	1 75	1 50	1 75	1 75
1 00	1 00	1 25	1 50	1 50	1 25	1 25	1 50	1 00	1 25	1 25	1 50	1 00	1 00	1 00	1 25	1 90	1 25	1 25	1 25	1 00	1 50	1 50
1 90	1 90	1 90	1 80	1 70	1 90	1 80	1 80	1 90	1 90	1 90	1 70	1 90	1 70	1 90	1 80	1 90	1 80	1 80	1 80	1 90	1 70	1 70
75	75	10	35	35	10	10	35	75	10	10	35	75	85	75	10	75	10	10	10	75	35	35
1 20	1 20	1 45	1 70	1 70	1 45	1 45	1 70	1 20	1 45	1 45	1 70	1 20	1 20	1 20	1 45	1 10	1 45	1 45	1 45	1 20	1 70	1 70
75	75	100	25	25	100	100	25	75	100	100	25	75	75	75	100	65	100	100	100	75	25	25
1 20	1 20	1 45	1 25	1 25	1 45	1 25	1 25	1 20	1 45	1 45	1 25	1 20	1 10	1 20	1 25	1 20	1 25	1 25	1 25	1 20	1 25	1 25
1 55	1 55	1 85	1 75	1 75	1 85	1 75	1 75	1 55	1 85	1 85	1 75	1 55	1 50	1 55	1 75	1 50	1 75	1 75	1 75	1 55	1 75	1 75
75	75	10	35	35	10	10	35	75	10	10	35	75	85	75	10	75	10	10	10	75	35	35
75	75	10	20	20	10	10	20	75	10	10	20	75	85	75	10	75	10	10	10	75	35	35
90	90	25	50	50	25	25	50	90	25	25	50	90	1	90	25	90	25	25	25	90	50	50
1 10	1 10	1 25	1 25	1 25	1 25	1 25	1 25	1 10	1 25	1 25	1 25	1 10	75	1 10	1 25	1 00	1 25	1 25	1 25	1 10	1 25	1 25
65	65	100	1 25	1 25	1 00	1 00	1 25	65	100	100	1 25	65	75	65	100	65	100	100	100	65	25	25
1 50	1 50	1 75	2 00	2 00	1 75	1 75	2 00	1 50	1 75	1 75	2 00	1 50	1 50	1 50	1 75	1 40	1 75	1 75	1 75	1 50	2 00	2 00
1 50	1 50	1 75	1 75	1 75	1 75	1 75	1 75	1 50	1 75	1 75	1 75	1 50	1 40	1 50	1 75	1 50	1 75	1 75	1 75	1 50	1 75	1 75
1 50	1 50	1 75	1 65	1 65	1 75	1 65	1 65	1 50	1 75	1 75	1 65	1 50	1 40	1 50	1 65	1 50	1 65	1 65	1 65	1 50	1 65	1 65
75	75	10	1 25	1 25	1 10	1 10	1 25	75	10	10	1 25	75	85	75	10	75	10	10	10	75	25	30
1 20	1 20	1 30	1 20	1 20	1 30	1 20	1 20	1 20	1 30	1 30	1 20	1 20	1 00	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20
1 50	1 50	1 75	1 65	1 65	1 75	1 65	1 65	1 50	1 75	1 75	1 65	1 50	1 40	1 50	1 65	1 50	1 65	1 65	1 65	1 50	1 65	1 65
1 40	1 40	1 65	1 85	1 85	1 65	1 65	1 85	1 40	1 65	1 65	1 85	1 40	1 40	1 40	1 65	1 30	1 65	1 65	1 65	1 40	1 85	1 85
1 00	1 00	1 25	1 25	1 25	1 25	1 25	1 25	1 00	1 25	1 25	1 25	1 00	75	1 00	1 25	1 00	1 25	1 25	1 25	1 00	1 25	1 25
1 30	1 30	95	85	85	95	85	85	1 30	95	95	85	1 30	1 10	1 30	85	1 30	85	85	85	1 30	85	85
1 10	1 10	1 30	1 20	1 20	1 30	1 20	1 20	1 10	1 30	1 30	1 20	1 10	1 00	1 10	1 20	1 10	1 20	1 20	1 20	1 10	1 20	1 20
1 50	1 50	1 75	1 65	1 65	1 75	1 65	1 65	1 50	1 75	1 75	1 65	1 50	1 50	1 50	1 65	1 50	1 65	1 65	1 65	1 50	1 65	1 65
1 40	1 40	1 50	1 50	1 50	1 50	1 50	1 50	1 40	1 50	1 50	1 50	1 40	1 20	1 40	1 50	1 40	1 50	1 50	1 50	1 40	1 50	1 50
1 90	1 90	1 90	1 80	1 70	1 90	1 80	1 80	1 90	1 90	1 90	1 70	1 90	1 70	1 90	1 80	1 90	1 80	1 80	1 80	1 90	1 70	1 70
75	75	10	35	35	10	10	35	75	10	10	35	75	85	75	10	75	10	10	10	75	35	40
1 20	1 20	1 30	1 20	1 20	1 30	1 20	1 20	1 20	1 30	1 30	1 20	1 20	1 00	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20
1 10	1 10	1 25	1 25	1 25	1 25	1 25	1 25	1 10	1 25	1 25	1 25	1 10	85	1 10	1 25	1 10	1 25	1 25	1 25	1 10	1 25	1 25
90	90	1 25	1 50	1 50	1 25	1 25	1 50	90	1 25	1 25	1 50	90	1 00	90	1 25	90	1 25	1 25	1 25	90	1 50	1 50
1 30	1 30	1 50	1 50	1 50	1 50	1 50	1 50	1 30	1 50	1 50	1 50	1 30	1 10	1 30	1 50	1 20	1 50	1 50	1 50	1 30	1 50	1 50
90	90	1 25	1 50	1 50	1 25	1 25	1 50	90	1 25	1 25	1 50	90	1 00	90	1 25	90	1 25	1 25	1 25	90	1 50	1 50
90	90	1 25	1 50	1 50	1 25	1 25	1 50	90	1 25	1 25	1 50	90	1 00	90	1 25	90	1 25	1 25	1 25	90	1 50	1 50
1 30	1 30	1 45	1 35	1 35	1 45	1 35	1 35	1 30	1 45	1 45	1 35	1 30	1 20	1 30	1 35	1 30	1 35	1 35	1 35	1 30	1 35	1 35
1 20	1 20	1 45	1 50	1 50	1 45	1 45	1 50	1 20	1 45	1 45	1 50	1 20	1 20	1 20	1 45	1 10	1 45	1 45	1 45	1 20	1 50	1 50
75	75	10	35	35	10	10	35	75	10	10	35	75	85	75	10	75	10	10	10	75	35	48
1 40	1 40	1 65	1 85	1 85	1 65	1 65	1 85	1 40	1 65	1 65	1 85	1 40	1 40	1 40	1 65	1 30	1 65	1 65	1 65	1 40	1 85	1 85
1 20	1 20	1 30	1 20	1 20	1 30	1 20	1 20	1 20	1 30	1 30	1 20	1 20	1 00	1 20	1 20	1 10	1 20	1 20	1 20	1 20	1 20	1 20
1 60	1 60	1 85	2 10	2 10	1 85	1 85	2 10	1 60	1 85	1 85	2 10	1 60	1 60	1 60	1 85	1 50	1 85	1 85	1 85	1 60	2 10	2 10
1 30	1 30	85	75	75	85	75	75	1 30	85	85	75	1 30	85	1 30	75	1 25	75	75	75	1 30	75	53
1 50	1 50	1 65	1 55	1 55	1 65	1 55	1 55	1 50	1 65	1 65	1 55	1 50	1 30	1 50	1 55	1 40	1 55	1 55	1 55	1 50	1 55	54
1 10	1 10	1 20	1 10	1 10	1 20	1 10	1 10	1 10	1 20	1 20	1 10	1 10	85	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	55
1 50	1 50	1 75	2 00	2 00	1 75	1 75	2 00	1 50	1 75	1 75	2 00	1 50	1 50	1 50	1 75	1 40	1 75	1 75	1 75	1 50	2 00	56
65	65	100	1 25	1 25	1 00	1 00	1 25	65	100	100	1 25	65	75	65	100	65	100	100	100	65	25	57
1 90	1 90	1 90	1 80	1 70	1 90	1 80	1 80	1 90	1 90	1 90	1 70	1 90	1 70	1 90	1 80	1 90	1 80	1 80	1 80	1 90	1 70	58
1 40	1 40	1 65	1 55	1 55	1 65	1 55	1 55	1 40	1 65	1 65	1 55	1 40	1 20	1 40	1 55	1 40	1 55	1 55	1 55	1 40	1 55	59
1 90	1 90	1 90	1 80	1 70	1 90	1 80	1 80	1 90	1 90	1 90	1 70	1 90	1 70	1 90	1 80	1 90	1 80	1 80	1 80	1 90	1 70	60
75	75	10	35	35	10	10	35	75	10	10	35	75	85	75	10	75	10	10	10	75	35	61
50	50	75	100	100	75	75	100	50	75													

RATES BETWEEN OFFICES OF THE ADAMS EXPRESS CO. ON WATER MERCHANDISE

Number.	BETWEEN RAIL LINES.	WATER LINES.									
			Auburn Wharf, Va.	Baileys Wharf, Va.	Battery Park, Va.	Bowlers Wharf, Va.	Burhans Wharf, Va.	City Point, Va.	Cobham Wharf, Va.	Diggs Wharf, Va.	Dixondale, Va.
1	Newcastle.....	Va.	1 55	1 55	1 55	1 75	1 75	1 50	1 50	1 55	1 55
2	New Church.....	"	1 00	1 00	1 00	1 35	1 35	1 10	1 10	1 00	1 00
3	Newport News.....	"	65	65	40	1 00	1 00		50	65	65
4	Norfolk.....	"	50	50	40	75	75		50	50	50
5	Norge.....	"	75	75	75	1 10	1 10	85	85	75	75
6	Norton.....	"	1 75	1 75	1 65	2 00	2 00	1 70	1 70	1 75	1 75
7	Norwood.....	"	1 30	1 30	1 30	1 50	1 50	1 20	1 20	1 30	1 30
8	Oak Hall.....	"	90	90	90	1 25	1 25	1 00	1 00	90	90
9	Occoquan.....	"	1 30	1 30	1 30	75	75	1 10	1 10	1 30	1 30
10	Ocoonita.....	"	2 00	2 00	2 00	2 35	2 35	2 05	2 05	2 00	2 00
11	Old Point Comfort.....	"	40	40	40	75	75		50	40	40
12	Olinger.....	"	1 90	1 90	1 90	2 25	2 25	1 95	1 95	1 90	1 90
13	Onley.....	"	75	75	75	1 10	1 10	85	85	75	75
14	Orange.....	"	1 20	1 20	1 20	1 20	1 20	1 00	1 00	1 20	1 20
15	Oriana.....	"	65	65	65	1 00	1 00	75	75	65	65
16	Oriakany.....	"	1 55	1 55	1 50	1 75	1 75	1 50	1 50	1 55	1 55
17	Osaka.....	"	2 15	2 15	2 15	2 50	2 50	2 20	2 20	2 15	2 15
18	Oyster Point.....	"	65	65	65	1 00	1 00	75	75	65	65
19	Painter.....	"	75	75	75	1 10	1 10	85	85	75	75
20	Palmyra.....	"	1 20	1 20	1 20	1 35	1 35	1 10	1 10	1 20	1 20
21	Parkaley.....	"	90	90	90	1 25	1 25	1 00	1 00	90	90
22	Paynes (Fluvanna Co.).....	"	1 20	1 20	1 20	1 25	1 25	1 00	1 00	1 20	1 20
23	Pearch.....	"	1 40	1 40	1 40	1 75	1 75	1 30	1 30	1 40	1 40
24	Pemberton.....	"	1 10	1 10	1 10	1 25	1 25	85	85	1 10	1 10
25	Pembroke.....	"	1 65	1 65	1 55	1 90	1 90	1 65	1 65	1 65	1 65
26	Pendleton.....	"	1 10	1 10	1 10	1 10	1 10	85	85	1 10	1 10
27	Penlan.....	"	1 20	1 20	1 10	1 50	1 50	1 00	1 00	1 20	1 20
28	Pennington.....	"	1 90	1 90	1 90	2 25	2 25	1 95	1 95	1 90	1 90
29	Penn Laird.....	"	1 90	1 90	1 90	1 80	1 80	1 70	1 70	1 90	1 90
30	Phenix.....	"	1 30	1 30	1 20	1 55	1 55	1 30	1 30	1 30	1 30
31	Portsmouth.....	"	50	50	40	75	75	50	50	50	50
32	Providence Forge.....	"	90	90	75	1 10	1 10	75	75	90	90
33	Purdy.....	"	1 00	1 00	90	1 25	1 25	1 00	1 00	1 00	1 00
34	Quantico.....	"	1 30	1 30	1 30	75	75	1 00	1 00	1 30	1 30
35	Reusena.....	"	1 40	1 40	1 40	1 75	1 75	1 30	1 30	1 40	1 40
36	Rich Creek.....	"	1 65	1 65	1 55	1 90	1 90	1 65	1 65	1 65	1 65
37	Richmond.....	"	90	90	90	1 00	1 00		50	90	90
38	Riverville.....	"	1 40	1 40	1 30	1 50	1 50	1 20	1 20	1 40	1 40
39	Roanoke.....	"	1 50	1 50	1 40	1 75	1 75	1 50	1 50	1 50	1 50
40	Rock Castle.....	"	1 10	1 10	1 10	1 25	1 25	85	85	1 10	1 10
41	Rocky Point.....	"	1 50	1 50	1 50	1 75	1 75	1 40	1 40	1 50	1 50
42	Roda.....	"	2 15	2 15	2 15	2 50	2 50	2 20	2 20	2 15	2 15
43	Rose Hill.....	"	2 00	2 00	2 00	2 35	2 35	2 05	2 05	2 00	2 00
44	Roxbury.....	"	90	90	75	1 20	1 20	75	75	90	90
45	Ruther Glen.....	"	1 30	1 30	1 15	85	85	75	75	1 30	1 30
46	Sabot.....	"	1 10	1 10	1 00	1 25	1 25	75	75	1 10	1 10
47	Salem.....	"	1 50	1 50	1 40	1 75	1 75	1 50	1 50	1 50	1 50
48	Scottsville.....	"	1 20	1 20	1 20	1 25	1 25	1 00	1 00	1 20	1 20
49	Sebrell.....	"	85	85	75	1 10	1 10	85	85	85	85
50	Sedley.....	"	85	85	75	1 10	1 10	85	85	85	85
51	Seneca.....	"	1 40	1 40	1 30	1 65	1 65	1 40	1 40	1 40	1 40
52	Shadwell.....	"	1 20	1 20	1 20	1 25	1 25	1 10	1 10	1 20	1 20
53	Shores.....	"	1 20	1 20	1 10	1 25	1 25	1 00	1 00	1 20	1 20
54	Snowden.....	"	1 50	1 50	1 40	1 75	1 75	1 30	1 30	1 50	1 50
55	Springwood.....	"	1 50	1 50	1 50	1 75	1 75	1 40	1 40	1 50	1 50
56	Stapleton.....	"	1 40	1 40	1 40	1 50	1 50	1 20	1 20	1 40	1 40
57	State Farm.....	"	1 10	1 10	1 10	1 25	1 25	75	75	1 10	1 10
58	Staunton.....	"	1 40	1 40	1 40	1 50	1 50	1 20	1 20	1 40	1 40
59	Stearnes.....	"	1 10	1 10	1 10	1 25	1 25	1 00	1 00	1 10	1 10
60	Stokes.....	"	1 10	1 10	1 10	1 25	1 25	85	85	1 10	1 10
61	Stokesville.....	"	1 90	1 90	1 90	1 80	1 80	1 70	1 70	1 90	1 90
62	Stonega.....	"	2 15	2 15	2 15	2 50	2 50	2 20	2 20	2 15	2 15
63	Stone Mountain.....	"	1 50	1 50	1 40	1 75	1 75	1 50	1 50	1 50	1 50

LINES AND OFFICES OF SAME COMPANY ON RAILWAY LINES—
 RATES—CONTINUED.

Hicks Wharf, Va.	Hockley, Va.	Irvington, Va.	Laytons, Va.	Leedstown, Va.	Mill Creek, Va.	Morattico, Va.	Naylor, Va.	New Point, Va.	North End, Va.	Ottoman, Va.	Port Royal, Va.	Roanes Wharf, Va.	Sandy Point, Va.	Severn, Va.	Sharps, Va.	Smithfield, Va.	Tappahannock, Va.	Urbanna, Va.	Wellfords, Va.	Williams Wharf, Va.	Wilmont, Va.	Number.
1 55	1 55	1 75	1 75	1 75	1 75	1 75	1 75	1 55	1 75	1 75	1 75	1 55	1 50	1 55	1 75	1 55	1 75	1 75	1 75	1 55	1 75	1
1 00	1 00	1 35	1 50	1 50	1 35	1 35	1 50	1 00	1 35	1 35	1 50	1 00	1 10	1 00	1 35	1 00	1 35	1 35	1 35	1 00	1 50	2
65	65	1 00	1 25	1 25	1 00	1 00	1 25	65	1 00	1 00	1 25	65	50	65	1 00	40	1 00	1 00	1 00	65	1 25	3
55	50	75	1 00	1 00	75	75	1 00	50	75	75	1 00	50	50	50	75	40	75	75	75	50	1 00	4
75	75	1 10	1 25	1 25	1 10	1 10	1 25	75	1 10	1 10	1 25	75	85	75	1 10	75	1 10	1 10	1 10	75	1 25	5
1 75	1 75	2 00	2 20	2 20	2 00	2 00	2 20	1 75	2 00	2 00	2 20	1 75	1 70	1 75	2 00	1 65	2 00	2 00	2 00	1 75	2 20	6
1 30	1 30	1 50	1 50	1 50	1 50	1 50	1 50	1 30	1 50	1 50	1 50	1 30	1 20	1 30	1 50	1 30	1 50	1 50	1 50	1 30	1 50	7
90	90	1 25	1 50	1 50	1 25	1 25	1 50	90	1 25	1 25	1 50	90	1 00	90	1 25	90	1 25	1 25	1 25	90	1 50	8
1 30	1 30	85	75	75	85	75	75	1 30	85	85	75	1 30	1 10	1 30	75	1 30	75	75	75	1 30	75	9
2 00	2 00	2 35	2 55	2 55	2 35	2 35	2 55	2 00	2 35	2 35	2 55	2 00	2 05	2 00	2 35	2 00	2 35	2 35	2 35	2 00	2 55	10
40	40	75	1 00	1 00	75	75	1 00	40	75	75	1 00	40	50	40	75	40	75	75	75	40	1 00	11
1 90	1 90	2 25	2 45	2 45	2 25	2 25	2 45	1 90	2 25	2 25	2 45	1 90	1 95	1 90	2 25	1 90	2 25	2 25	2 25	1 90	2 45	12
75	75	1 10	1 35	1 35	1 10	1 10	1 35	75	1 10	1 10	1 35	75	85	75	1 10	75	1 10	1 10	1 10	75	1 35	13
1 20	1 20	1 30	1 20	1 20	1 30	1 20	1 20	1 20	1 30	1 30	1 20	1 20	1 00	1 20	1 20	1 20	1 20	1 20	1 20	1 20	1 20	14
65	65	1 00	1 25	1 25	1 00	1 00	1 25	65	1 00	1 00	1 25	65	75	65	1 00	65	1 00	1 00	1 00	65	1 25	15
1 55	1 55	1 75	1 75	1 75	1 75	1 75	1 75	1 55	1 75	1 75	1 75	1 55	1 50	1 55	1 75	1 50	1 75	1 75	1 75	1 55	1 75	16
2 15	2 15	2 50	2 70	2 70	2 50	2 50	2 70	2 15	2 50	2 50	2 70	2 15	2 20	2 15	2 50	2 15	2 50	2 50	2 50	2 15	2 70	17
65	65	1 00	1 25	1 25	1 00	1 00	1 25	65	1 00	1 00	1 25	65	75	65	1 00	65	1 00	1 00	1 00	65	1 25	18
75	75	1 10	1 35	1 35	1 10	1 10	1 35	75	1 10	1 10	1 35	75	85	75	1 10	75	1 10	1 10	1 10	75	1 35	19
1 20	1 20	1 45	1 35	1 35	1 45	1 35	1 35	1 20	1 45	1 45	1 35	1 20	1 10	1 20	1 35	1 20	1 35	1 35	1 35	1 20	1 35	20
90	90	1 25	1 50	1 50	1 25	1 25	1 50	90	1 25	1 25	1 50	90	1 00	90	1 25	90	1 25	1 25	1 25	90	1 50	21
1 20	1 20	1 50	1 25	1 25	1 50	1 25	1 25	1 20	1 50	1 50	1 25	1 20	1 00	1 20	1 25	1 20	1 25	1 25	1 25	1 20	1 25	22
1 40	1 40	1 75	1 75	1 75	1 75	1 75	1 75	1 40	1 75	1 75	1 75	1 40	1 30	1 40	1 75	1 40	1 75	1 75	1 75	1 40	1 75	23
1 10	1 10	1 45	1 25	1 25	1 45	1 25	1 25	1 10	1 45	1 45	1 25	1 10	85	1 10	1 25	1 10	1 24	1 25	1 25	1 10	1 25	24
1 65	1 65	1 90	2 15	2 15	1 90	1 90	2 15	1 65	1 90	1 90	2 15	1 65	1 65	1 65	1 90	1 55	1 90	1 90	1 90	1 65	2 15	25
1 10	1 10	1 20	1 10	1 10	1 20	1 10	1 10	1 10	1 20	1 20	1 10	1 10	85	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	26
1 20	1 20	1 50	1 50	1 50	1 50	1 50	1 50	1 20	1 50	1 50	1 50	1 20	1 00	1 20	1 50	1 10	1 50	1 50	1 50	1 20	1 50	27
1 90	1 90	2 25	2 45	2 45	2 25	2 25	2 45	1 90	2 25	2 25	2 45	1 90	1 95	1 90	2 25	1 90	2 25	2 25	2 25	1 90	2 45	28
1 90	1 90	1 90	1 80	1 70	1 90	1 80	1 80	1 90	1 90	1 90	1 70	1 90	1 70	1 90	1 80	1 90	1 80	1 80	1 80	1 90	1 70	29
1 30	1 30	1 55	1 75	1 75	1 55	1 55	1 75	1 30	1 55	1 55	1 75	1 30	1 30	1 30	1 55	1 20	1 55	1 55	1 55	1 30	1 75	30
50	50	75	1 00	1 00	75	75	1 00	50	75	75	1 00	50	50	50	75	40	75	75	75	50	1 00	31
90	90	1 10	1 20	1 20	1 10	1 10	1 20	90	1 10	1 10	1 20	90	75	90	1 10	75	1 10	1 10	1 10	90	1 20	32
1 00	1 00	1 25	1 50	1 50	1 25	1 25	1 50	1 00	1 25	1 25	1 50	1 00	1 00	1 00	1 25	90	1 25	1 25	1 25	1 00	1 50	33
1 30	1 30	85	75	75	85	75	75	1 30	85	85	75	1 30	1 00	1 30	75	1 30	75	75	75	1 30	75	34
1 40	1 40	1 75	1 75	1 75	1 75	1 75	1 75	1 40	1 75	1 75	1 75	1 40	1 30	1 40	1 75	1 40	1 75	1 75	1 75	1 40	1 75	35
1 65	1 65	1 90	2 15	2 15	1 90	1 90	2 15	1 65	1 90	1 90	2 15	1 65	1 65	1 65	1 90	1 55	1 90	1 90	1 90	1 65	2 15	36
90	90	1 10	1 00	1 00	1 10	1 00	1 00	90	1 10	1 10	1 00	90	50	90	1 00	90	1 00	1 00	1 00	90	1 00	37
1 40	1 40	1 50	1 50	1 50	1 50	1 50	1 50	1 40	1 50	1 50	1 50	1 40	1 20	1 40	1 50	1 30	1 50	1 50	1 50	1 40	1 50	38
1 50	1 50	1 75	1 90	1 90	1 75	1 75	1 90	1 50	1 75	1 75	1 90	1 50	1 50	1 50	1 75	1 40	1 75	1 75	1 75	1 50	1 90	39
1 10	1 10	1 45	1 25	1 25	1 45	1 25	1 25	1 10	1 45	1 45	1 25	1 10	85	1 10	1 25	1 10	1 25	1 25	1 25	1 10	1 25	40
1 50	1 50	1 75	1 75	1 75	1 75	1 75	1 75	1 50	1 75	1 75	1 75	1 50	1 40	1 50	1 75	1 50	1 75	1 75	1 75	1 50	1 75	41
2 15	2 15	2 50	2 70	2 70	2 50	2 50	2 70	2 15	2 50	2 50	2 70	2 15	2 20	2 15	2 50	2 15	2 50	2 50	2 50	2 15	2 70	42
2 00	2 00	2 35	2 55	2 55	2 35	2 35	2 55	2 00	2 35	2 35	2 55	2 00	2 05	2 00	2 35	2 00	2 35	2 35	2 35	2 00	2 55	43
90	90	1 25	1 20	1 20	1 25	1 20	1 20	90	1 25	1 25	1 20	90	75	90	1 20	75	1 20	1 20	1 20	90	1 20	44
1 30	1 30	95	85	85	95	85	85	1 30	95	95	85	1 30	75	1 30	85	1 15	85	85	85	1 30	85	45
1 10	1 10	1 25	1 25	1 25	1 25	1 25	1 25	1 10	1 25	1 25	1 25	1 10	75	1 10	1 25	1 00	1 25	1 25	1 25	1 10	1 25	46
1 50	1 50	1 75	2 00	2 00	1 75	1 75	2 00	1 50	1 75	1 75	2 00	1 50	1 50	1 50	1 75	1 40	1 75	1 75	1 75	1 50	2 00	47
1 20	1 20	1 50	1 25	1 25	1 50	1 25	1 25	1 20	1 50	1 50	1 25	1 20	1 00	1 20	1 25	1 20	1 25	1 25	1 25	1 20	1 25	48
85	85	1 10	1 35	1 35	1 10	1 10	1 35	85	1 10	1 10	1 35	85	85	85	1 10	75	1 10	1 10	1 10	85	1 35	49
85	85	1 10	1 35	1 35	1 10	1 10	1 35	85	1 10	1 10	1 35	85	85	85	1 10	75	1 10	1 10	1 10	85	1 35	50
1 40	1 40	1 65	1 85	1 85	1 65	1 65	1 85	1 40	1 65	1 65	1 85	1 40	1 40	1 40	1 65	1 30	1 65	1 65	1 65	1 40	1 85	51
1 20	1 20	1 45	1 25	1 25	1 45	1 25	1 25	1 20	1 45	1 45	1 25	1 20	1 10	1 20	1 25	1 20	1 25	1 25	1 25	1 20	1 25	52
1 20	1 20	1 50	1 25	1 25	1 50	1 25	1 25	1 20	1 50	1 50	1 25	1 20	1 00	1 20	1 25	1 10	1 25	1 25	1 25	1 20	1 25	53
1 50	1 50	1 75	1 75	1 75	1 75	1 75	1 75	1 50	1 75	1 75	1 75	1 50	1 30	1 50	1 75	1 40	1 75	1 75	1 75	1 50	1 75	54
1 50	1 50	1 75	1 75	1 75	1 75	1 75	1 75	1 50	1 75	1 75	1 75	1 50	1 40	1 50	1 75	1 50	1 75	1 75	1 75	1 50	1 75	55
1 40	1 40	1 50	1 50	1 50	1 50	1 50	1 50	1 40	1 50	1 50	1 50	1 40	1 20	1 40	1 50	1 40	1 50	1 50	1 50	1 40	1 50	56
1 10	1 10	1 25	1 25	1 25	1 25	1 25	1 25	1 10	1 25	1 25	1 25	1 10	75	1 10	1 25	1 10	1 25	1 25	1 25	1 10	1 25	57
1 40	1 40	1 50	1 50	1 50	1 50	1 50	1 50	1 40	1 50	1 50	1 50	1 40	1 20	1 40	1 50	1 40	1 50	1 50	1 50	1 40	1 50	58
1 10	1 10	1 45	1 25	1 25	1 45	1 25	1 25	1 10	1 45	1 45	1 25	1 10	1 00	1 10	1 25	1 10	1 25	1 25	1 25	1 10	1 25	59
1 10	1 10																					

RATES BETWEEN OFFICES OF THE ADAMS EXPRESS CO. ON WATER MERCHANDISE

Number.	BETWEEN RAIL LINES.	WATER LINES.								
		Auburn Wharf, Va.	Baileys Wharf, Va.	Battery Park, Va.	Bowlers Wharf, Va.	Burbans Wharf, Va.	City Point, Va.	Cobham Wharf, Va.*	Diggs Wharf, Va.	Dixondale, Va.
1	Strathmore	1 20	1 20	1 10	1 25	1 25	1 00	1 00	1 20	1 20
2	Suffolk	75	75	65	1 00	1 00	75	75	75	75
3	Summit (Spotsylvania Co.)	1 20	1 20	1 25	75	75	85	85	1 20	1 20
4	Sunray	75	75	65	1 00	1 00	75	75	75	75
5	Swoope	1 40	1 40	1 40	1 55	1 55	1 20	1 20	1 40	1 40
6	Tasley	90	90	90	1 25	1 25	1 00	1 00	90	90
7	Toano	75	75	75	1 10	1 10	85	85	75	75
8	Townsend	75	75	75	1 10	1 10	85	85	75	75
9	Trevilian	1 10	1 10	1 10	1 20	1 20	1 00	1 00	1 10	1 10
10	Troy	1 20	1 20	1 20	1 35	1 35	1 10	1 10	1 20	1 20
11	Tyler	1 10	1 10	1 10	1 10	1 10	85	85	1 10	1 10
12	Verdon	1 10	1 10	1 10	1 10	1 10	75	75	1 10	1 10
13	Victoria	1 20	1 20	1 10	1 45	1 45	1 20	1 20	1 20	1 20
14	Vinita	1 10	1 10	1 00	1 25	1 25	75	75	1 10	1 10
15	Walker (New Kent Co.)	75	75	75	1 10	1 10	75	75	75	75
16	Walker Ford	1 40	1 40	1 40	1 50	1 50	1 20	1 20	1 40	1 40
17	Warminster	1 30	1 30	1 20	1 50	1 50	1 10	1 10	1 30	1 30
18	Warren	1 20	1 20	1 20	1 50	1 50	1 10	1 10	1 20	1 20
19	Waugh	1 40	1 40	1 40	1 75	1 75	1 30	1 30	1 40	1 40
20	Waynesboro	1 40	1 40	1 30	1 45	1 45	1 20	1 20	1 40	1 40
21	West View	1 10	1 10	1 10	1 25	1 25	85	85	1 10	1 10
22	Wheeler	2 15	2 15	2 15	2 50	2 50	2 20	2 20	2 15	2 15
23	Whitethorne	1 60	1 60	1 50	1 85	1 85	1 60	1 60	1 60	1 60
24	Widewater	1 30	1 30	1 30	75	75	1 00	1 00	1 30	1 30
25	Wildwood	1 20	1 20	1 20	1 35	1 35	1 10	1 10	1 20	1 20
26	Williamsburg	75	75	65	1 10	1 10	75	75	75	75
27	Winchester	1 65	1 65	1 65	1 50	1 50	1 75	1 75	1 65	1 65
28	Windsor Shades	75	75	75	1 10	1 10	75	75	75	75
29	Wingina	1 30	1 30	1 30	1 50	1 50	1 20	1 20	1 30	1 30
30	Woodslane	1 30	1 30	1 25	75	75	85	85	1 30	1 30
31	Yellow Sulphur	1 60	1 60	1 50	1 85	1 85	1 60	1 60	1 60	1 60
32	Zion	1 20	1 20	1 20	1 35	1 35	1 10	1 10	1 20	1 20

LINES AND OFFICES OF SAME COMPANY ON RAILWAY LINES—
RATES—CONTINUED.

Rates between Offices of the Adams Express Company on Water Lines and Offices of the same Company on Railway Lines—Continued.

RATES ON "GENERAL SPECIAL" ARTICLES.

On all articles appearing in Express Classification as "G. S.," moving between offices of the Adams Express Company on water lines and offices of the same company on railway lines in Virginia, the through rates per 100 pounds will be found by combining the rates over water portions and rail portions of the routes, respectively, as follows:

- Over water lines . . . 80 per cent. of the Merchandise rates, as shown on pages 530 and 531 to or from the port where transfer to or from railway line is made.
- Over railway lines . . Proportional rates for railway lines, according to Rule 2 or Rule 4 of Express Tariff No. 2. (On the "General Special" articles named in Rule 4 of Express Tariff No. 2, the proportional rate over a railway line is 80 per cent. of the proportional Merchandise rates shown in Express Tariff No. 3.)

The lowest combination by any available routes applies over the route used.

The minimum charge of 35 cents applies through from point of shipment to destination, in connection with the through rates, pound rates (see Rule 6 [d] of Express Classification), made as above, but the charge on a shipment weighing 5 pounds or less shall not exceed 25 cents.

RATES ON "SCALE K" ARTICLES AND ICE.

Scale of Rates on Articles appearing in Express Classification as "Scale K," namely: Ale, Beer, Bishop's Beer, Cider, Coca Cola, Ginger Ale, Moxie, Pop, Soda, Mineral and Spring Waters (not including water sent for analysis) and Vani-Kola; and Ice.

- (a) At *Pound Rates—No shipment less than 30 cents (see Rule 12 of Express Classification); except that the charge on a shipment weighing 5 pounds or less shall not exceed 25 cents.
- (b) These rates apply to Soda Water and Pop only when in cases covered with wood or in closed barrels; in cases not so covered, Merchandise rates only.

(c) When the rate on Merchandise per 100 pounds is.....	40	50	60	75	90	1 00	1 10	1 25	1 40	1 50	1 75	2 00	2 25
The special rate per 100 lbs. on Ale, Beer, etc., will be.....	30	35	40	50	60	60	65	75	85	90	1 05	1 20	1 35
When the rate on Merchandise per 100 pounds is.....	2 50	2 75	3 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
The "Scale K" rate per 100 lbs. on Ale, Beer, etc., will be.....	1 50	1 65	1 80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

*For explanation of "pound rates," see Rule 6 (d) of Express Classification.

**Rates between Offices of the Adams Express Company on Water
Lines and Offices of the same Company on Rail-
way Lines—Continued.**

RATES ON "SCALE K" ARTICLES AND ICE—Continued.

(d) Bishop's Beer, Cider, Ginger Ale, Moxie, Soda, Mineral and Spring Waters (not including water sent for analysis) must be charged for at actual weights; at the rates named above.

(e) Ale and Beer, in cases, kegs or barrels, to be billed and charged for at the following weights:

$\frac{1}{8}$ barrel.....	50 lbs.	2 doz. quarts in cases.....	85 lbs.
$\frac{1}{4}$ "	100 "	3 doz. pints in cases.....	80 "
$\frac{1}{2}$ "	180 "	4 doz. pints in cases.....	105 "
Full size barrel.....	350 "	4 doz. quarts in cases.....	170 "
2 doz. pints in cases.....	55 "	6 doz. quarts in bbls.....	250 "
1 doz. quarts in cases.....	50 "	10 doz. pints in bbls.....	250 "

(f) Coca Cola or Vani-Kola, estimate weight of cases containing six dozen short pints at 125 pounds.

(g) Should the above scale not show the exact Merchandise rate applicable between a point on water line and a point on railway line, the next higher Merchandise rate shown therein will be used as the basis for arriving at the rate on "Scale K" Articles and Ice.

RATES ON MONEY.

Through rates on Money will be made according to provisions therefor shown with rates on Money between express offices located on water routes, on pages 533 to 535.

COMMODITY RATES.

Commodity rates have precedence over, and where applicable are to be used in lieu of, mileage or regular tariff rates.

For use in State of Virginia by Adams Express Company.

(For Mileage rates on Milk and Cream, and rates on Oysters between certain points, see Tables on second and third following pages.)

BETWEEN		ARTICLES	Per 100 lbs. unless otherwise specified.
Appalachia and Hubbard Springs		Live Poultry	\$ 45
" " Hubbard Springs		Fruit, except apples and pears	35
" " Norton		Pop in covered boxes (Minimum 25c)	22
Big Stone Gap and Norton		Fresh Meat	25
" " Norton		Pop in covered boxes (minimum 25c)	23
FROM		TO	
Christiansburg	Charlottesville	Cream	75
"	Lynchburg	Live Poultry	60
"	"	Cream	50
"	Norfolk	Dressed Poultry	75
"	"	Live Poultry	1 00
"	"	Cream	50
"	Richmond	Cream	50
"	"	Dressed Poultry	75
"	"	Live Poultry	1 00
"	Salem	Cream (minimum charge 25c per shipment)	25
BETWEEN		TO	
Dayton and Richmond		Produce	80
FROM		TO	
Eggleston	Norfolk	Live Poultry	1 00
"	Richmond	Live Poultry	1 00
Ellett	Charlottesville	Cream	75
"	Lynchburg	Live Poultry	60
"	"	Cream	50
"	Norfolk	Dressed Poultry	75
"	"	Live Poultry	1 00
"	Richmond	Cream	50
"	"	Dressed Poultry	75
BETWEEN		TO	
Portsmouth	Christiansburg	{ Fish, per sugar barrel containing not more than 200 pounds net fish. Excess weight to be charged pro rata	2 25
"	Ellett		50
"	Yellow Sulphur		
Portsmouth	Suffolk	{ Fish, per sugar barrel	
"	(Westbound only)		
BETWEEN		TO	
Portsmouth and Winchester		Oysters	75
Richmond and Dayton		Produce	80
"	Mount Solon	General Specials	80

COMMODITY RATES—ADAMS EXPRESS COMPANY—CONTINUED.

MILEAGE SCALE OF RATES ON MILK (See Note Below).

Applicable between points on The Virginian Railway.

DISTANCES.	Scale for 10 Gallon Can	Scale for 8 Gallon Can	Scale for 5 Gallon Can
	Cents	Cents	Cents
25 miles and less.....	20	18	14
30 and over 25 miles.....	21	19	15
35 and over 30 miles.....	22	20	15
40 and over 35 miles.....	23	21	16
45 and over 40 miles.....	24	22	17
50 and over 45 miles.....	25	22	17
60 and over 50 miles.....	26	23	18
70 and over 60 miles.....	27	24	19
80 and over 70 miles.....	28	25	20
90 and over 80 miles.....	29	26	20
100 and over 90 miles.....	30	27	21
115 and over 100 miles.....	31	28	22
130 and over 115 miles.....	32	29	22
145 and over 130 miles.....	33	30	23
160 and over 145 miles.....	34	31	24
175 and over 160 miles.....	35	31	24
190 and over 175 miles.....	36	32	25
205 and over 190 miles.....	37	33	26
220 and over 205 miles.....	38	34	27
235 and over 220 miles.....	39	35	27
250 and over 235 miles.....	40	36	28
265 and over 250 miles.....	41	37	29
280 and over 265 miles.....	42	38	29
295 and over 280 miles.....	43	39	30
310 and over 295 miles.....	44	40	31
325 and over 310 miles.....	45	40	31
340 and over 325 miles.....	46	41	32
355 and over 340 miles.....	47	42	33
370 and over 355 miles.....	48	43	34
385 and over 370 miles.....	49	44	34
400 and over 385 miles.....	50	45	35
415 and over 400 miles.....	51	46	36
430 and over 415 miles.....	52	47	36
445 and over 430 miles.....	53	48	37
460 and over 445 miles.....	54	49	38
475 and over 460 miles.....	55	49	38
490 and over 475 miles.....	56	50	39
505 and over 490 miles.....	57	51	40

NOTE.—These rates apply only on shipments delivered at depots by shippers and taken from depots at destination by consignees. With wagon service by express company the General Special rates apply.

COMMODITY RATES—ADAMS EXPRESS COMPANY—CONTINUED.

OYSTERS.

Between points in Virginia as shown below.

(Published in Adams Express Company's Supplement No. 2 to Tariff S. C. C. No. 2, Supplement No. 12 to I. C. C. No. 316, effective February 10, 1913.)

RATES PER 100 POUNDS.

BETWEEN	Alexandria	Lexington	Portsmouth	Richmond	Staunton	Winchester
Bird's Nest.....	65				*1.00	75
Blackmans.....	65	\$1.25			1.00	75
Bloxom.....	65	*1.25		*85	*1.00	75
Bowlers Wharf.....	65	1.25			1.00	75
Cape Charles.....	65			65		75
Cheriton.....	65			65		75
Cobbs.....	65			65		75
Eastville.....	65					75
Exmore.....	65				*1.00	75
Fredericksburg.....			65			75
Greenbush.....	65	*1.25		*85	*1.00	75
Hallwood.....	65	*1.25		*85	*1.00	75
Irvington.....	65	1.25		*85	1.00	75
Laytons.....	65	1.25	65		1.00	75
Lecato.....	65	*1.25		*85	*1.00	75
Leedstown.....	65	1.25	65		1.00	75
Machipongo.....	65				*1.00	75
Makemie Park.....	65	*1.25		*85	*1.00	75
Melfa.....	65				*1.00	75
Mill Creek.....	65	1.25		*85	1.00	75
Moran.....	65	1.25			1.00	75
Morattico.....	65	1.25			1.00	75
Nassawadox.....	65				*1.00	75
Naylors.....	65	1.25	65		1.00	75
North End.....	65	1.25		*85	1.00	75
Oak Hall.....	65	*1.25		*85	*1.00	75
Onley.....	65				*1.00	75
Ottoman.....	65	1.25		*85	1.00	75
Painter.....	65				*1.00	75
Parksley.....	65	*1.25		*85	*1.00	75
Plantation.....	65			65		75
Port Royal.....	65	1.25	65		1.00	75
Sharps.....	65	1.25			1.00	75
Tappahannock.....	65	1.25			1.00	75
Tasley.....	65	*1.25		*85	*1.00	75
Townsend.....	65				*1.00	75
Urbanna.....	65	1.25			1.00	75
Wellfords.....	65	1.25			1.00	75

*Does not apply on Oysters in shells or canned, on which the regular "General Special" rates are to be used.

COMMODITY RATES—CONTINUED.

For use in State of Virginia by Southern Express Company.

FROM VIRGINIA	TO VIRGINIA	ARTICLES	Rate per cwt. unless other- wise specified.
Abingdon.....	Norfolk.....	Live Poultry.....	\$1 25
Alexandria.....	Richmond.....	Live Poultry.....	1 25
".....	Bowman.....		
".....	Broadway.....		
".....	Cowans.....		
".....	Edinburg.....		
".....	Fisher's Hill.....		
".....	Harrisonburg.....		
".....	Linnville.....		
".....	Maurertown.....		
".....	Mt. Jackson.....		
".....	New Market.....		
".....	Quickburg.....		
".....	Strasburg Jet.....		
".....	Timberville.....		
".....	Toms Brook.....		
".....	Woodstock.....		
Allisonia.....	Norfolk.....	Live and Dressed Poultry.....	1 00
".....	Richmond.....	Live Poultry.....	1 00
Appomattox.....	Norfolk.....	Live Poultry.....	85
Atkins.....	Falls Mills.....	Cabbage.....	40
".....	Graham.....	Cabbage.....	40
Austinville.....	Norfolk.....	Live Poultry.....	1 05
Barren Springs.....	Richmond.....	Live Poultry.....	1 05
".....	Norfolk.....	Live Poultry.....	1 05
Bedford.....	Richmond.....	Live Poultry.....	1 05
Belspring.....	Norfolk.....	Live Poultry.....	90
".....	".....	Live and Dressed Poultry.....	1 00
Betty Baker.....	Richmond.....	Live Poultry.....	1 00
".....	Norfolk.....	Live Poultry.....	1 05
Blair.....	Richmond.....	Live Poultry.....	1 05
".....	Norfolk.....	Live Poultry.....	1 10
Blue Ridge.....	Richmond.....	Live Poultry.....	1 10
".....	Norfolk.....	Live Poultry.....	90
".....	".....	Peaches.....	75
".....	Roanoke.....	Peaches.....	25
".....	Salem.....	Peaches.....	25
Bonsack.....	Norfolk.....	Live and Dressed Poultry.....	90
Boon's Mill.....	Richmond.....	Peaches.....	75
".....	".....	Live Poultry.....	1 10
Finney.....	Norfolk.....	Dressed Poultry.....	\$1 00
".....	".....	Live Poultry.....	1 25
".....	Richmond.....	Dressed Poultry.....	1 00
Five Oaks.....	Norfolk.....	Live Poultry.....	1 25
".....	Richmond.....	Live Poultry.....	1 10
Forest.....	Norfolk.....	Live Poultry.....	1 10
Foster Falls.....	Richmond.....	Live and Dressed Poultry.....	85
Fries.....	Norfolk.....	Live Poultry.....	1 05
".....	Portsmouth.....	Live and Dressed Poultry.....	1 10
".....	".....	Butter and Eggs.....	85
Galax.....	Norfolk.....	Live and Dressed Poultry.....	1 10
".....	Portsmouth.....	Live Poultry.....	1 10
".....	".....	Dressed Poultry.....	1 10
".....	".....	Live Poultry.....	1 10
".....	".....	Eggs, per case, 30 dos.....	47
".....	".....	Eggs, per case, 36 dos.....	56
".....	Richmond.....	Live Poultry.....	1 10
Glade Spring.....	Newport News.....	Live Poultry.....	1 30
".....	Norfolk.....	Live Poultry.....	1 15
".....	Richmond.....	Live Poultry.....	1 15
Gladya.....	Norfolk.....	Live Poultry.....	90
Glen Lyn.....	".....	Live Poultry.....	1 05
".....	Richmond.....	Live Poultry.....	1 05
Goode.....	Lynchburg.....	Butter and Eggs.....	25
".....	Norfolk.....	Live Poultry.....	90
Graham.....	".....	Live and Dressed Poultry.....	1 05
".....	Richmond.....	Live Poultry.....	1 05
Grottoes.....	Norfolk.....	Live Poultry.....	1 25
Grove Hill.....	".....	Live Poultry.....	1 25
Hampton.....	Danville.....	Bulk Oysters.....	1 00
Harrisonburg.....	Roanoke.....	Milk.....	65
".....	Winchester.....	General Specials.....	50
Henry.....	Norfolk.....	Live Poultry.....	1 10
Honaker.....	".....	Live and Dressed Poultry.....	1 00
".....	Richmond.....	Live Poultry.....	1 00
Houston.....	Norfolk.....	Live and Dressed Poultry.....	90
".....	Richmond.....	Live Poultry.....	90
Island Ford.....	Norfolk.....	Live Poultry.....	1 25
Ivanhoe.....	".....	Live Poultry.....	1 05
".....	Richmond.....	Live Poultry.....	1 05

Burkeville	Richmond	Cream, per gallon, in cans without ice, min. 25 cents.	Norfolk	Live Poultry	45
Carterton	Norfolk	Live Poultry	Norfolk	Milk, per 10 gallon can	55
Castlewood	Richmond	Live Poultry	Norfolk	Live Poultry	1 25
Cedar Bluff	Norfolk	Dressed Poultry	"	Live Poultry	1 25
	"	Live Poultry	"	Live and Dressed Poultry	1 25
Chilhowie	Richmond	Live Poultry	Richmond	Live Poultry	1 35
Christiansburg	Norfolk	Live Poultry	Falls Mills	Butter and Eggs	1 00
	Richmond	Live Poultry	Graham	Cabbage	40
	Charlottesville	Cream	Norfolk	Cabbage	40
	Norfolk	Dressed Poultry	Pocahontas	Live Poultry	1 10
	Lynchburg	Live Poultry	Richmond	Cabbage	45
	Norfolk	Cream		Live Poultry	1 10
	Richmond	Cream			
	"	Cream			
	"	Dressed Poultry			
Chula	"	Live Poultry			
Cleveland	Norfolk	Milk, minimum 25c.			
Cloverdale	Richmond	Live Poultry			
Coeburn	Roanoke	Milk			
Concord	Richmond	Live Poultry			
Crimora	Norfolk	Live Poultry			
Cripple Creek	"	Live Poultry			
Crockett	Richmond	Live Poultry			
	Falls Mills	Cabbage			
	Graham	Cabbage			
	Norfolk	Live Poultry			
	Pocahontas	Cabbage			
	Richmond	Live Poultry			
Cumberland	"	Live Poultry			
Dublin	Norfolk	Peaches			
Easton	Richmond	Live and Dressed Poultry			
Ellington	Norfolk	Live Poultry			
	Richmond	Live and Dressed Poultry			
	Norfolk	Live Poultry			
	Norfolk	Live Poultry			
	Richmond	Cream			
	Richmond	Cream			
Emory	Norfolk	Live Poultry			
Evergreen	Richmond	Live Poultry			
Farmville	Norfolk	Live Poultry			
Ferrum	Richmond	Milk and Cream, per 10 gallon can			
	Norfolk	Live Poultry			
	Richmond	Cream			

*Note--These rates per sugar barrel are based on 200 pounds net fish. Excess of this weight will be charged pro rata.

20% less than
Mdse, pound
rate (see
Rule 6d of
the Express
Classification
), where
Mdse. Rate is
\$1.00 or more
per 100 lbs.

Offices of the Plug Tobacco
Southern Ex-
press Company.

Martinsville

Max Meadows	Norfolk	Live Poultry	\$1 05
Meadow View	Richmond	Live Poultry	1 05
	Newport News	Live Poultry	1 30
	Norfolk	Live Poultry	1 15
	Richmond	Live Poultry	1 15
Midvale	Norfolk	Live Poultry	1 25
Montvale	"	Live Poultry	90
Naruna	"	Live Poultry	90
Nathalie	"	Live Poultry	90
New River	"	Live and Dressed Poultry	1 00
Norfolk	Richmond	Live Poultry	1 00
	Bedford	"	1 00
	Bentonville	"	90
	Blue Ridge	"	1 05
	Bonsack	"	1 05
	Bruce	case, 6 doz.	30
	Church Road	"	35
	"	Coca-Cola, per case, 6 doz.	50
	"	Consigned Mdse	90
	Concord	"	90
	Danville	"	1 75
	Disputanta	"	50
	Drivers	Coca-Cola, per case, 6 doz.	35

COMMODITY RATES—SOUTHERN EXPRESS COMPANY—CONTINUED.

FROM	TO	ARTICLES	Rate per cwt. unless otherwise specified
Norfolk	Dublin	Consigned Mdse.	\$1 25
"	Elliston	Consigned Mdse.	1 15
"	Evergreen	Consigned Mdse.	90
"	Forest	Consigned Mdse.	1 00
"	Franklin	*Fish, per sugar barrel	80
"	Goode	Consigned Mdse.	1 00
"	Greenville	Oysters, bulk	90
"	Groton	Oysters, bulk	90
"	Grove Hill	Oysters, bulk	90
"	Island Ford	Oysters, bulk	90
"	Ivor	Consigned Mdse.	45
"	Lowry	Consigned Mdse.	1 00
"	Lynchburg	Consigned Mdse.	90
"	"	*Fish, per sugar barrel	1 75
"	Luray	Oysters, bulk	90
"	Lyndhurst	Oysters, bulk	90
"	Montvale	Consigned Mdse.	1 05
"	"	*Fish, per sugar barrel	2 00
"	Marlbrook	Oysters, bulk	1 00
"	New River	Consigned Mdse.	1 25
"	Petersburg	Consigned Mdse.	60
"	"	Fish, per sugar barrel (not on smaller barrel)	75
"	"	" barrel	75
"	Radford	" barrel	1 25
"	Richmond	" barrel	1 00
"	Rileyville	"	90
"	Riverside	"	1 00
"	Roanoke	"	1 05
"	"	barrel	2 00
"	Salem	"	1 10
"	"	*Fish, per sugar barrel	2 25
"	Shenandoah	Oysters, bulk	90
"	Stanley	Oysters, bulk	90
"	Stuart's Draft	Oysters, bulk	90
"	Stanton	Fish	80
"	Suffolk	Coca-Cola, per case, 6 doz.	35
"	"	Mdse	30
"	Thaxton	Mdse	1 00
"	"	sugar barrel	2 00
"	Vacaville	bulk	90
FROM	TO	ARTICLES	Rate per cwt. unless otherwise specified
VIRGINIA	VIRGINIA		
Bice	Petersburg	Cream, minimum 30c., per gallon	03
"	Richmond	Cream, in cans, without ice, per gallon	03
Richlands	Norfolk	"	1 15
"	Richmond	"	1 15
Ridgeway	Norfolk	"	1 10
Ripplemead	"	Live and Dressed Poultry	1 00
"	Richmond	Live Poultry	1 00
Riverside	Norfolk	Live Poultry	1 25
"	Old Pt. Comfort	Dressed Poultry	1 00
Roanoke	Blue Ridge	Lambs	1 30
"	Norfolk	Live Poultry	1 00
"	"	Peaches	75
"	Petersburg	Peaches	70
"	Richmond	Peaches	75
Roanoke	Southern Express Office	Overalls	Mdse. pound rates (see Rule 8d of Express Classification). minimum 35 cents.
Rose Hill	Tazoma	Peaches	35
Rural Retreat	Falls Mills	Cabbage	40
"	Graham	Cabbage	40
"	Pocahontas	Cabbage	45
"	Norfolk	Live Poultry	1 05
"	Richmond	Live Poultry	1 05
Rustburg	Norfolk	Live Poultry	90
St. Paul	"	Live Poultry	1 20
"	Richmond	Live Poultry	1 20
Salem	Christiansburg	Cream, minimum 25c.	25
"	Norfolk	Live Poultry	95
"	Richmond	Live Poultry	95
Saltsville	Norfolk	Live Poultry	1 25
"	Richmond	Live Poultry	1 25
Seven Mile Ford	Norfolk	Live Poultry	1 10
"	Richmond	Live Poultry	1 10
Shawville	Norfolk	Live Poultry	95
"	Richmond	Live Poultry	95

"	Vinton	Consigned Mdee	1 05	Shenandoah	Norfolk	Live Poultry	1 25
"	Wakefield	Consigned Mdee	45	Spout Springs	"	Live Poultry	85
"	Waverly	Consigned Mdee	45	Stanley	"	Live Poultry	1 25
"	Zuni	Consigned Mdee	40	Stuart's Draft	"	Live Poultry	1 25
Norton	Norfolk	Live Poultry	1 20	Suffolk	Petersburg	Shell Oysters, per flour bbl	1 75
"	Richmond	Live Poultry	1 20	"	Richmond	Shell Oysters, per flour bbl	1 00
Pamplin	Norfolk	Live Poultry	1 80	"	Staunton	Oysters, per sugar barrel	2 00
Pearzborg	"	Live Poultry	1 00	"	"	Oysters, bulk, per 100 lbs	1 00
"	Richmond	Live and Dressed Poultry	1 00	Swords Creek	Norfolk	Live Poultry	1 15
Pembroke	Norfolk	Live Poultry	1 00	"	Richmond	Live Poultry	1 15
"	Richmond	Live and Dressed Poultry	1 00	Tacoma	Norfolk	Live Poultry	1 20
Port Republic	Norfolk	Live Poultry	1 25	"	Richmond	Live Poultry	1 20
Portsmouth	Abingdon	*Fish, per sugar barrel	2 75	Tasewell	Norfolk	Live Poultry	1 10
"	Bedford	*Fish, per sugar barrel	2 00	"	Richmond	Live Poultry	1 10
"	Christiansburg	*Fish, per sugar barrel	2 25	Thaxton	Norfolk	Live Poultry	90
"	Crockett	*Fish, per sugar barrel	2 75	"	"	Peaches	75
"	Danville	*Fish, per sugar barrel	1 75	Tip Top	"	Live Poultry	1 10
"	Franklin	*Fish, per sugar barrel	1 80	Troutville	"	Cream, per 10 gallon can	50
"	Marion	*Fish, per sugar barrel	2 75	"	Richmond	Cream, per 10 gallon can	50
"	Montvale	*Fish, per sugar barrel	2 00	"	Norfolk	Peaches	90
"	Roanoke	*Fish, per sugar barrel	2 00	Vinton	"	"	90
"	Salem	*Fish, per sugar barrel	2 25	Veeuvius	"	"	1 25
"	Staunton	Fish, per 100 pounds	80	Virginia Beach	Blackstone	"	1 80
"	Suffolk	*Fish, per sugar barrel	80	"	Courtland	"	1 80
"	Thaxton	*Fish, per sugar barrel	2 00	"	"	"	1 40
"	Wytheville	*Fish, per sugar barrel	2 75	"	Danville	"	2 25
Pounding Mill	Norfolk	Live Poultry	1 15	"	"	"	1 35
"	Richmond	Live Poultry	1 15	"	Franklin	"	75
Pulaski	Norfolk	Live Poultry	1 05	"	Ivor	"	80
"	Richmond	Live Poultry	1 05	"	"	"	1 40
Radford	Norfolk	Cream	50	"	Lynchburg	"	1 25
"	"	Live and Dressed Poultry	1 00	"	"	"	2 10
"	Richmond	Cream	50	"	Petersburg	"	90
"	Richmond	Live Poultry	1 00	"	Prospect	"	1 15
"	Roanoke	Cream	35	"	Richmond	"	2 20
"	"	10c, each for 1 1/4 lbs. or less and for packages exceeding 1 1/4 lbs. 1c for each additional 2 oz. or fraction thereof.		"	"	"	1 50
Rapidan	{ Southern Express Co.'s Offices on Southern R'y, Danville, Va., & north thereof }	Books to and from Library Associations.		"	Roanoke	"	2 50
"	"	"		"	Salem	"	1 50
"	"	"		"	"	"	2 75
"	"	"		"	"	"	1 80
"	"	"		"	Windeor	"	1 35
"	"	"		"	Wytheville	Fish, per 100 pound box	1 50
"	"	"		"	Norfolk	Live Poultry	1 50
"	"	"		"	Richmond	Live Poultry	1 20
"	"	"		"	Norfolk	Live Poultry	1 10
"	"	"		"	Clifton Forge	Bulk Oysters	1 00
"	"	"		"	Farmville	Bulk Oysters	70
"	"	"		"	Lynchburg	Oysters	80
"	"	"		"	Richmond	Oysters, per flour barrel	50

*Note.—These rates per sugar barrel are based on 200 pounds net fish. Excess of this weight will be charged pro rata.

COMMODITY RATES—SOUTHERN EXPRESS COMPANY—CONTINUED.

FROM VIRGINIA	TO VIRGINIA	ARTICLES	Rate per cwt. unless other- wise specified.	FROM VIRGINIA	TO VIRGINIA	ARTICLES	Rate per cwt. unless other- wise specified.
West Point	Roanoke	Bulk Oysters	\$1 00	Woodstock	Richmond	*Milk and Cream:	
"	South Boston	Bulk Oysters	75	Applies only from Woodstock (South-	ern Express Company's Commodity	5 gallon cans, per can	\$ 42
"	Staunton	Bulk Oysters	80	Tariff No. 4011, effective March 14,	10 gallon cans, per can		60
	Winchester	Bulk Oysters	1 00	1913).			
				Wytheville	Norfolk	Live Poultry	1 05
				"	Richmond	Live Poultry	1 05
				Zuni	Norfolk	Eggs	80

*To be charged on full capacity of can, whether full or partly filled. In case of loss or damage in transit to Cream at these rates, claims will not be paid in excess of the value of the same quantity of Milk.

MILEAGE SCALE OF RATES ON ICE, AS FOLLOWS:

Applicable between any two points in Virginia reached by the Southern Express Company, on basis of the distances over its shortest available routes.

1 to 50 miles	25 cents per cwt.
51 to 100 miles	30 cents per cwt.
101 to 150 miles	40 cents per cwt.
151 to 200 miles	45 cents per cwt.
201 to 250 miles	50 cents per cwt.

COMMODITY RATES—SOUTHERN EXPRESS COMPANY—CONTINUED.

MILK AND CREAM.

Applicable as follows :

(1) Between offices on Norfolk and Western Railway; also from offices on Norfolk and Western Railway to Richmond. (In Southern Express Company's Commodity Tariff No. 3900).

(2) Between offices on Southern Railway. (In Southern Express Company's Commodity Tariff No. 3925).

DISTANCES.	Scale for 10 Gallon Can	Scale for 8 Gallon Can	Scale for 5 Gallon Can	DISTANCES.	Scale for 10 Gallon Can	Scale for 8 Gallon Can	Scale for 5 Gallon Can
	Cents	Cents	Cents		Cents	Cents	Cents
25 miles and less.....	20	18	14	235 and over 220 miles..	39	35	27
30 and over 25 miles..	21	19	15	250 and over 235 miles..	40	36	28
35 and over 30 miles..	22	20	15	265 and over 250 miles..	41	37	29
40 and over 35 miles..	23	21	16	280 and over 265 miles..	42	38	29
45 and over 40 miles..	24	22	17	295 and over 280 miles..	43	39	30
50 and over 45 miles..	25	22	17	310 and over 295 miles..	44	40	31
60 and over 50 miles..	26	23	18	325 and over 310 miles..	45	40	31
70 and over 60 miles..	27	24	19	340 and over 325 miles..	46	41	32
80 and over 70 miles..	28	25	20	355 and over 340 miles..	47	42	33
90 and over 80 miles..	29	26	20	370 and over 355 miles..	48	43	34
100 and over 90 miles..	30	27	21	385 and over 370 miles..	49	44	34
115 and over 100 miles..	31	28	22	400 and over 385 miles..	50	45	35
130 and over 115 miles..	32	29	22				
145 and over 130 miles..	33	30	23				
160 and over 145 miles..	34	31	24				
175 and over 160 miles..	35	31	24				
190 and over 175 miles..	36	32	25				
205 and over 190 miles..	37	33	26				
220 and over 205 miles..	38	34	27				

Charge on full capacity of can, whether shipped full or partly filled.
Minimum charge, 25 cents.
In case of loss or damage to cream carried at the above rates, the shippers or consignees will not be paid in excess of the value of the same quantity of milk.

For use in the State of Virginia by the United States Express Company.

Rates on Milk and Cream in cans at 10 lbs. per gallon, on basis of full capacity of can, between all offices of the United States Express Company in Virginia.

	5 gallons or less	Over 5 gallons and not over 10 gallons
For all distances.....	\$0 20	\$0 40

Pound rates (see Rule 6 [d] of Express Classification), minimum charge 30 cents.

RATES ON MONEY.

Currency—Between all offices of the United States Express Company in Virginia, 35 cents per \$1,000.

Applicable to all Express Companies.

Express Classification

AS ADOPTED BY

**The Virginia
State Corporation Commission**

As Amended to December 31, 1912.

**For use in connection with Rates and Charges prescribed for
Express Companies in the State of Virginia.**

GRADUATED SCALE OF CHARGES AS SHOWN IN EXPRESS CLASSIFICATION FOR PACKAGES TAKING
MERCHANDISE RATES AND WEIGHING LESS THAN 100 POUNDS.

(For use between Virginia points only on matter handled by two or more express companies and only as provided in Rule 4 of
Express Tariff No. 3.)

If the 100 lb. rate applying between two given points is not shown below, use graduate under the next higher 100 lb. rate for
making price, which must not exceed the actual rate per 100 pounds.

WHEN THE ONE HUNDRED LB. RATE IS 65		.40	.50	.60	.75	.90	1.00	1.10	1.25	1.40	1.50	1.60	1.75
Packages not over..													
Over 1 lb.	1 lb.	25	25	25	25	25	1 lb.	25	1 lb.	25	1 lb.	25	1 lb.
" 2 "	2 "	25	25	25	2 "	2 "	2 "	30	2 "	30	2 "	30	2 "
" 3 "	3 "	25	25	25	3 "	3 "	3 "	35	3 "	35	3 "	35	3 "
" 4 "	4 "	25	25	25	4 "	4 "	4 "	35	4 "	40	4 "	45	4 "
" 5 "	5 "	25	25	30	5 "	5 "	5 "	40	5 "	45	5 "	50	5 "
" 6 "	6 "	30	30	35	7 "	7 "	7 "	45	7 "	50	7 "	55	7 "
" 7 "	7 "	30	30	35	10 "	10 "	10 "	50	10 "	55	10 "	60	10 "
" 10 "	10 "	30	30	35	15 "	15 "	15 "	55	15 "	60	15 "	65	15 "
" 15 "	15 "	30	30	35	20 "	20 "	20 "	60	20 "	70	20 "	75	20 "
" 20 "	20 "	35	35	40	25 "	25 "	25 "	65	25 "	75	25 "	85	25 "
" 25 "	25 "	35	40	45	30 "	30 "	30 "	70	30 "	80	30 "	90	30 "
" 30 "	30 "	40	40	45	35 "	35 "	35 "	75	35 "	85	35 "	100	35 "
" 35 "	35 "	40	40	45	40 "	40 "	40 "	80	40 "	90	40 "	100	40 "
" 40 "	40 "	40	40	45	45 "	45 "	45 "	90	45 "	100	45 "	100	45 "
" 45 "	45 "	40	45	50	50 "	50 "	50 "	100	50 "	100	50 "	100	50 "
" 50 "	50 "	40	45	55	55 "	55 "	55 "	100	55 "	100	55 "	100	55 "
" 55 "	55 "	40	55	60	55 "	55 "	55 "	100	55 "	110	55 "	110	55 "
" 60 "	60 "	40	60	60	60 "	60 "	60 "	110	60 "	120	60 "	120	60 "
" 65 "	65 "	40	65	65	65 "	65 "	65 "	110	65 "	130	65 "	130	65 "
" 70 "	70 "	40	70	70	70 "	70 "	70 "	110	70 "	140	70 "	140	70 "
" 75 "	75 "	40	75	75	75 "	75 "	75 "	110	75 "	140	75 "	150	75 "
" 80 "	80 "	40	80	80	80 "	80 "	80 "	110	80 "	140	80 "	160	80 "
" 85 "	85 "	40	85	85	85 "	85 "	85 "	110	85 "	140	85 "	160	85 "
" 100 "	100 "	40	100	100	100 "	100 "	100 "	110	100 "	140	100 "	160	100 "

WHEN RATE IS LESS		2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75
Packages not over...		1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25
Over 1 lb.		2 " 35	2 " 35	2 " 35	2 " 35	2 " 35	2 " 35	2 " 35	2 " 35	2 " 35	2 " 35	2 " 35	2 " 35
" 2 "		3 " 45	3 " 45	3 " 45	3 " 45	3 " 45	3 " 45	3 " 45	3 " 45	3 " 45	3 " 45	3 " 45	3 " 45
" 3 "		4 " 50	4 " 55	4 " 55	4 " 60	4 " 60	4 " 60	4 " 60	4 " 60	4 " 60	4 " 60	4 " 60	4 " 60
" 4 "		5 " 55	5 " 60	5 " 60	5 " 65	5 " 65	5 " 70	5 " 70	5 " 70	5 " 70	5 " 70	5 " 70	5 " 70
" 5 "		7 " 60	7 " 70	7 " 70	7 " 75	7 " 75	7 " 80	7 " 80	7 " 85	7 " 85	7 " 90	7 " 90	7 " 100
" 7 "		10 " 70	10 " 75	10 " 75	10 " 80	10 " 80	10 " 85	10 " 85	10 " 90	10 " 90	10 " 95	10 " 100	10 " 110
" 10 "		15 " 75	15 " 85	15 " 85	15 " 90	15 " 90	15 " 95	15 " 95	15 " 100	15 " 100	15 " 105	15 " 110	15 " 120
" 15 "		20 " 85	20 " 100	20 " 100	20 " 110	20 " 110	20 " 120	20 " 120	20 " 125	20 " 125	20 " 130	20 " 130	20 " 140
" 20 "		25 " 100	25 " 110	25 " 110	25 " 120	25 " 120	25 " 130	25 " 130	25 " 140	25 " 140	25 " 150	25 " 150	25 " 160
" 25 "		30 " 100	30 " 115	30 " 115	30 " 130	30 " 130	30 " 150	30 " 150	30 " 160	30 " 160	30 " 170	30 " 170	30 " 175
" 30 "		35 " 100	35 " 115	35 " 115	35 " 140	35 " 140	35 " 160	35 " 160	35 " 170	35 " 170	35 " 180	35 " 180	35 " 190
" 35 "		40 " 100	40 " 115	40 " 115	40 " 140	40 " 140	40 " 165	40 " 165	40 " 185	40 " 185	40 " 200	40 " 200	40 " 200
" 40 "		45 " 100	45 " 115	45 " 115	45 " 140	45 " 140	45 " 165	45 " 165	45 " 190	45 " 190	45 " 215	45 " 215	45 " 225
" 45 "		50 " 100	50 " 115	50 " 115	50 " 140	50 " 140	50 " 165	50 " 165	50 " 190	50 " 190	50 " 215	50 " 215	50 " 240

When the rate per 100 lbs. is \$2.00 or more, charge pound rates for 50 lbs. or over; but the charge on a package less than 50 lbs. in weight must not be greater than the charge for 50 lbs.

When the rate per 100 lbs. is less than \$2.00, charge for a shipment at a rate of less than \$2.00 per 100 lbs.

When the rate per 100 lbs. is less than \$2.00, charge for a shipment at a rate of less than \$2.00 per 100 lbs.

RULES FOR AGENTS OF EXPRESS COMPANIES.

1. (a) Give a receipt of the prescribed form for all matter received. Always ask shippers to declare the value, and when given insert it in the receipt, mark it on the package and enter amount on the way-bill. If shippers refuse to state value, write or stamp on the receipt "Value asked and not given."

2. (a) Require prepayment or guarantee of charges for, and so way-bill, all matter evidently not worth charges. Shipper's name and address must be entered on tags attached to old grips or bags.

(b) *Require prepayment of charges—*

On all matter addressed to persons restrained of their liberty in prisons, penitentiaries and insane asylums.

On passengers' baggage which is to be delivered at railroad stations or steamship piers.

Charges must be prepaid on personal packages for officers or men belonging to the regular Army or Militia when to be delivered in the field or in camp; for officers, sailors and marines in the Navy on sea duty; for cadets at military or naval academies and for students at military schools.

3. (a) All explosives, or dangerous inflammable oils, acids, or materials, including gas cylinders charged at a higher pressure than 500 pounds per square inch., must not be received for transportation, with the exception of small arms ammunition as permitted by the State Corporation Commission.

(b) Men, Women or Children must not be received for transportation.

4. Agents are positively forbidden to make any agreement whatever as to time of delivery of express matter.

5. (a) All matter must be charged for at actual gross weight at time of shipment unless otherwise specially provided for. In calculating charges at the rate 100 pounds (pound rates), the exact amount must be entered on way-bills, and when fractions occur the next higher whole number must be charged.

(b) Estimated weights on shipments usually made with ice are only to be applied when it is necessary to use ice for preservation, and it is used for that purpose only. When no ice is used charge upon gross weight.

(c) Any package containing articles of more than one class will be charged at the rate applicable to the highest classed article contained therein.

6. (a) As to traffic chargeable according to Graduated Scale on two preceding pages, the graduated charges shown therein apply to matter weighing less than 100 pounds when the rate is under \$2.00 per 100 pounds, and to matter weighing less than 50 pounds when the rate is \$2.00 or more per 100 pounds. Examples:—Between points where the rate per 100 pounds is \$1.25, a box weighing 63 pounds must be charged the graduate under \$1.25, which makes the proper charge on "over 60 to 65 pounds" \$1.15.

(b) When the rate between any two points is not given in the table of graduated charges, use the next higher rate for making price, but do not

Rule 6—Continued.

charge more than for 100 pounds at the actual rate. Example:—The correct charge for 75 pounds at 80 cents per 100 pounds would be 80 cents, and not 90 cents according to the graduate on 75 pounds at 90 cents.

(c) *Extra Rate Charges.* On matter subject to extra rate, as one and one-half or double rate, find graduated charge according to tariff and then add one-half or double it, as required. Example:—If a package weighs 25 pounds and is chargeable at double rate, and the rate to destination is \$1.00 per 100 pounds, the charge for 20 to 25 pounds is 55 cents, double this—\$1.10 is the proper amount.

(d) *Pound Rates.* A term used to indicate that the rate per 100 pounds specified applies on actual weights, or on authorized estimated weights, of less than 100 pounds without reference to a graduated scale of charges for such weights, but subject to a minimum charge where stated in each case. Where applicable these rates and minimum charges apply on the aggregate weights of shipments of any number of packages or pieces. Example:—If the rate per 100 pounds is \$1.00, and the weight of a shipment is 30 pounds, the charge at "pound rate" will be 30 cents, provided the minimum charge is not greater than 30 cents.

(e) When the through charge cannot be made correctly to a point within the territory of another company, make price to the transfer point only. When prepaid mark and way-bill the article "paid," with the amount and to what place. If marked or way-billed "paid" it means paid to destination unless otherwise specified. If paid in part, so note on way-bill and on package.

(f) The charge fixed by the issued tariffs and classification does not cover free delivery at points where no free delivery service is maintained, nor at any points beyond established delivery limits.

7. Aggregating Weights:

(a) Two or more packages weighing each 20 pounds or over forwarded by one shipper at the same time to one consignee at one local address, must be charged for on the aggregate weight, if a lower charge is made thereby. (See exception "d.")

(b) Packages weighing less than 20 pounds each, shipped as in the foregoing section, must be aggregated provided they are estimated and charged for as weighing 20 pounds each and a lower charge is made thereby. Actual weight only must be entered on the way-bill. (See exception "d.")

(c) When articles carried at Merchandise pound rates are aggregated in accordance with (a) and (b), the minimum charge applies to the entire shipment (General Special Commodities excepted).

(d) *Exception.* Between points where the rate per 100 pounds is \$1.50 or more, the weights of two or more packages of 20 pounds each, or of less than 20 pounds each if estimated at 20 pounds each, when forwarded from the same point, on the same date, to one consignee, whether from one or more shippers, must be aggregated, if a lower charge is made thereby. Where the rate is less than \$1.50 per 100 pounds, the aggregate charge on shipments from one or more shippers to one consignee forwarded from the same point on the same date, must not be more than where the rate is \$1.50 per 100 pounds.

Rule 7 (Aggregating Weights)—Continued.

(e) If articles of different classes are aggregated the charge must be made at the rate applying to the highest class.

8. General Specials:

(a) The following commodities are classed as General Specials (G. S.), and will be subject to the rules given below unless specific exception is made for any particular commodity, where listed, viz.:

Beef Fat,	Meat, cured,
Beer Compound,	Meat, fresh,
Beer Tonic,	Milk, N. O. S. (including Con-
"Best" Tonic,	densed Milk),
*Branches of Pepper Trees,	Mince Meat,
*Bread,	*Mistletoe,
*Bulbs,	*Moss,
Butter and Imitations of Butter	Mushroom Spawn,
(including butter made from	Mussels,
nuts).	Nuts, edible, N. O. S.,
Buttermilk,	Olives,
Cactus,	Oysters,
Calves, dressed,	Pigeons, dead,
Cape Jessamines,	*Plants,
Celery or Celery Plants,	Pop Corn,
Cheese,	Poultry, dressed,
Clams,	Poultry Food, prepared,
*Crackers,	Rabbits, dead,
*Cream,	*Roots,
*Cuttings,	Salmon in cans,
Egg Juice or Liquid Eggs,	Sausage,
Eggs for market,	Scallops,
Eggs, dried,	*Scions,
*Ferns, cut,	Scrapple,
Fertilizer,	Seeds,
*Fish,	Shrimp,
Fish Roe,	Shrubs,
*Fruit,	*Smilax,
*Greens, decorative,	Squabs, dressed,
Hides of domestic animals, green,	Stearine,
*Holly,	Stock Food, prepared,
Honey,	Tallow,
*Horse Radish,	Trees,
King Kola,	*Tubers,
Koumiss,	Turtles, fresh water,
Lard or Substitutes for Lard,	*Vegetables,
Malt Cream, Malt Extract, Malt	Water Cress,
Marrow,	Yeast of all kinds,
Malt Nutrine or Malt Vivine,	Zoolack,
Maple Sugar and Maple Syrup,	Zwieback,

*General Special rates apply only when shipped under conditions shown in indexed Classification.

Rule 8 (General Specials)—Continued.

(b) Charge upon gross weight, except that an allowance of 25 per cent. from gross weight may be made between March 1st and November 30th when it is necessary to use ice for preservation, and it is used for that purpose only.

(c) Shippers must mark the net weight upon packages of any commodity listed as General Special, which is charged for on the net weight, with the addition of a percentage thereof, when it is necessary to use ice for preservation and it is used for that purpose only, unless actual gross weight is less at time of shipment.

When not so marked by shippers, such package must be charged for according to paragraph (b) of this Rule.

(d) When no special rate has been authorized, use the Merchandise rate, but in either case, charge rate per pound (pound rates), with a minimum of 35 cents, unless the graduate under the rate used is less; when carried by more than one company, minimum 25 cents for each company carrying (see Rule 12).

(e) Two or more packages from the same shipper at the same time to the same consignee, may be aggregated and charged for as one.

9. Returned Shipments:

(a) When two or more on-hand shipments are ordered back by the same shippers from the same place, at the same time, such returned packages may be aggregated as provided in Rule 7.

(b) After delivery of a shipment and collection of charges thereon, if it is to be returned to the original shipper, a refund of the charges must not be made except on authority from the original shipper, who becomes the consignee on the return; such authority must not be recognized unless endorsed by the agent at the original shipping point, and the charges thus refunded must be shown as an advance charge on the way-bill covering the returned shipment.

(c) Orders from shippers to return by mail, shipments that were originally forwarded by express, must not be accepted.

(d) Packages originally forwarded by express and remaining "on hand," may, by shipper's orders, be returned by freight; the charge for re-shipping by freight will be 25 cents per 100 pounds, with a minimum charge of 50 cents for each consignment. Two or more packages returned from one place at the same time to the original shipper, may be charged for on the aggregate weight as one consignment. Agents must not endorse shipper's orders to return such packages by freight, unless the outward charge by express, together with the charge for re-shipping by freight, is paid or guaranteed.

10. Valuation Charges on Merchandise:

(a) Merchandise rates are based upon a value of not exceeding \$50.00 per shipment and when the declared value exceeds \$50.00 the following additional charges must be made on the value in excess of \$50.00, viz.: When a value higher than that declared is shown by an invoice accompanying the shipment, the higher value must be charged on. (See section (c) for Paintings, Statuary, Glass, Porcelainware, Pottery, or Chinaware valued at more than \$1,000 per shipment.)

Rule 10 (Valuation Charges)—Continued.

When Merchandize rate is \$1.00 or less per 100 pounds, 5 cents for each \$100 value, or fraction thereof, minimum 10 cents.

When Merchandise rate exceeds \$1.00 and not more than \$3.00 per 100 pounds, 10 cents for each \$100 value or fraction thereof.

When Merchandise rate exceeds \$3.00, 15 cents for each \$100 value, or fraction thereof.

These charged must not be applied to shipments of Money (except Minor or Base Coin), Bonds, Live Animals, Live Birds or Live Stock, being intended to apply only to packages or shipments of merchandise, jewelry, valuable papers, postage stamps, and Internal Revenue stamps.

(b) When the weights of separate packages are aggregated under Rule 7, the value of each of such separate packages must also be aggregated, and if the gross valuation exceeds \$50.00 an additional charge for valuation must be made.

(c) *Valuation Charges on Paintings, Statuary, etc.*

Shipments of Paintings, Statuary, Glass, Porcelainware, Pottery or Chinaware, valued at more than \$1,000.00 are subject to the following additional charges, on basis of the through Merchandise rate:

On \$1,000.00 of the value, according to section (a)—plus charges according to the following schedule on that part of the value in excess of \$1,000.00:

When the Merchandise rate is not over \$1.00, charge 50 cents per \$100 or fraction thereof.

When the Merchandise rate is over \$1.00, and not over \$3.00, charge 75 cents per \$100, or fraction thereof.

When the Merchandise rate is over \$3.00, charge \$1.00 per \$100, or fraction thereof.

(d) *Valuation Charges on Live Animals, Live Birds or Live Stock:*

The Classification rates on Live Animals, Live Birds or Live Stock apply only when the declared value does not exceed the following:

Horses, Jacks or Mules, \$100.00 each.

Bulls, Burros, Calves, Colts, Cows, Deer, Elks, Goats, Hogs, Ponies, Sheep, Steers, or animals not otherwise specified, \$50.00 each.

Birds, Cats, Ferrets, Guinea Pigs, Hares, Mice, Opossums, Prairie Dogs, Rabbits, Squirrels, Fancy Pigeons, or Fancy Fowls, or other Live Fowls (except for market), or Reptiles, \$5.00 each.

When the value declared by the shipper exceeds that given above, an additional charge must be made on the excess value according to the following:

<i>When Merchandise rate per 100 pounds is</i>	<i>The additional charge will be</i>
\$2.00 or less.....1	per cent. of excess valuation.
Over \$2.00 and not over \$3.00.....1½	per cent. of excess valuation.
Over \$3.00 and not over \$5.00.....2	per cent. of excess valuation.

(e) The charges for valuation hereinbefore given must be made on the through rate, whether carried by one or more companies, and in the latter case are to be divided between the companies carrying on the same basis as the through charge for transportation is divided.

(f) The charges for value, as shown above, must in all cases be based on the regular Merchandise rates, and not on the special rates which may have been authorized for particular shipments.

11. C. O. D. Matter:

(a) The letters "C. O. D." and amount to be collected must be plainly marked upon each article with which a bill is sent to be collected on delivery, and a similar entry must be made on the way-bill. If shipper requires collection of charges for return of money, the C. O. D. envelope and package must be plainly marked "C. O. D. \$..... and return charges," and be so way-billed.

(b) **Aggregating C. O. D. Matter.** When two or more packages are sent to same consignee at the same time, with separate C. O. D.'s, they must not be aggregated; but if one C. O. D. covers two or more packages, they may be aggregated as provided in Rule 7. When a C. O. D. covers two or more packages, the amount of C. O. D. must be marked on each, thus: "C. O. D. \$.....on 2" or "3," as the case may be.

(c) Allow examination or partial delivery of C. O. D. matter only when instructions to do so are written or printed on, or enclosed in, the C. O. D. envelope accompanying the shipment, or upon subsequent written authority from the shipper endorsed by the agent at shipping point. Agents at shipping points will decline to accept C. O. D. shipments with instructions to allow examination or partial delivery, or to subsequently approve shippers' instructions to such effect until shippers execute a release in legal form, exempting an express company and its connections, to which the matter may be transferred to complete transportation, from all loss incident to such examination or partial delivery. The proceeds of each partial delivery must be remitted without delay, subject to the regular charge for paid C. O. D.'s, prepaid or collect, according to instructions on original C. O. D. Wrapper. No partial delivery shall be made until the total amount of freight charges has been paid.

Provided that partial delivery shall not be made when the contents of a package are to be delivered to different parties. When goods are sent on approval, involving but one payment, proceeds for the articles selected must be remitted in the C. O. D. wrapper, the remainder of the goods to be repacked and immediately returned to the shipper.

(d) The amounts of C. O. D. bills for C. O. D. shipments must be collected at the time such shipments are delivered to consignee. Agents are positively prohibited from giving credit on C. O. D. shipments.

(e) All orders to deliver C. O. D. goods without collecting C. O. D. must have the approval of the agent of the company at the shipping point.

(f) When C. O. D. matter is, by order of shipper, through the agent at point of shipment, delivered without collecting, return the C. O. D. bill and envelope with copy of order enclosed, way-billed free, retaining the original order on file.

(g) After a C. O. D. shipment has been forwarded from shipping point if shipper requests that the shipment be delivered to another consignee or that the amount of the C. O. D. be reduced, or that the consignee be relieved of payment of charges, or when the entire amount of the C. O. D. is cut off, the shipping agent will require a fee of 10 cents to be paid before endorsing such instructions; shippers' request must then be way-billed with charge of 10 cents, prepaid; when two or more companies are interested in the transaction, the 10 cents charge will be divided equally, the delivering

Rule 11 (C. O. D. Matter)—Continued.

company being entitled to the odd cent. When a C. O. D. shipment is reforwarded from the original destination no charge will be made for reducing or releasing the amount of the C. O. D.

(h) If C. O. D. matter is refused or cannot be delivered within 24 hours, the shipper must be immediately notified, and if not disposed of within thirty days of such notice, it may be returned subject to charges both ways. If the shipper, after receiving notice of non-delivery from destination agent, requests that the shipment be held for a further period, it may be held for not longer than 60 days after date of arrival of shipment at destination, and forwarding agents are forbidden to make any agreement with shippers to hold the goods for a longer period.

When a C. O. D. shipment is accepted, with instructions from shipper, or subsequently ordered through the agent at shipping point, to be returned in a less period than 30 days, such instructions must be strictly observed. C. O. D. packages that have been forwarded from one point to another on order of shipper, may be held for 30 days from date of reshipment.

Where goods have been shipped by freight and a Bill of Lading for same sent by express C. O. D., the notice of non-payment shall not be given before the arrival of the goods at destination.

(i) C. O. D. matter, and paid C. O. D.'s, returned to shippers, must take the same route and pass through the hands of the same company or companies as when originally forwarded, provided, that when a C. O. D. shipment has been reshipped from the original destination to which it was addressed to another destination, it may be returned to the office at which it originated by the most direct route.

(j) When a C. O. D. is received in transfer and the proceeds are to be returned to an office of the company collecting other than the point of origin such proceeds may be returned direct by the company making the collection.

(k) Each returned shipment C. O. D. must be charged the same amount as was charged for the outward shipment except that when two or more shipments are ordered back by the same shipper, from the same place, at the same time, such returned packages may be aggregated as provided in Rule 7.

12. *Minimum Charge:*

(a) Unless otherwise provided, a minimum charge applies between points in the State of Virginia on a single shipment, whether carried by one or more express companies.

(b) The minimum charge does not include any charge made for value.

13. *Corrugated Paper Shipping Cases and Paper Boxes:*

(a) *Shipping Cases of Pulp Corrugated Paper*, containing articles not classified at higher than Merchandise rate, not including glass or other fragile articles, which must be boxed or otherwise packed in accordance with the rules:

(b) When not crated, charge Merchandise rate upon the actual weight.

Rule 13—Continued.

but never less than the following minimum weights based upon exterior measurement, by which is meant the length, width and height added together:

70 to 75 inches, exterior measurement.....	30 lbs.
76 to 80 " " " ".....	40 lbs.
81 to 90 " " " ".....	50 lbs.
Exceeding 90 inches—Refuse	

(c) The weights of such packages may be aggregated in accordance with Rule 7, but each individual package must be estimated at the minimum weight provided above, unless the actual weight is more, in which case the actual weight must be used.

(d) Two or more pulp or corrugated paper shipping cases of uniform size, securely tied together, may be accepted and charged for as one, provided the exterior measurement of the combined package does not exceed 90 inches.

(e) When crated, shipping cases as described above may be charged for at Merchandise rate upon the actual weight, but crates exceeding 110 inches, exterior measurement, must be refused.

(f) *Ordinary Strawboard or Paper Boxes.* Packages consisting of one or more strawboard or paper boxes containing merchandise as specified in paragraph (a) may be accepted without crating when wrapped or securely and compactly tied together with cord, provided that the exterior measurement of such a package does not exceed 50 inches; if the exterior measurement exceeds 50 inches, it must be securely crated, and no such crate exceeding 110 inches in exterior measurement must be accepted for transportation.

The above does not apply to single paper boxes containing Cloaks, Suits or Cloth, which, when wrapped in paper, may be accepted without limit as to size.

(g) *Crates.* The term "crated," as appearing herein, means that all sides and ends of any article so packed must be protected by wooden slats or strips, nailed or screwed together, making a framework strong enough to hold its contents and to permit of its being handled and stowed in wagons or cars on or under other freight without damage to crate or contents. The sides, top and bottom of the crate must be provided with a sufficient number of slats, not more than six inches apart, to hold the contents firmly in place and to protect them from contact with other freight.

Refuse to accept merchandise in strawboard or paper boxes, tendered for shipment in skeleton frames, or in any crate that is not so securely made that it cannot be lifted with its contents and loaded or stowed in wagons or cars with the same safety that a box of the same weight could be loaded or stowed.

14. *Bulky Shipments, Including Machinery:*

(a) Property which, by reason of its great bulk, length or weight, cannot be loaded or carried in the ordinary express car and for which a special car

Rule 14—Continued.

must be provided, must not be accepted for shipment until the dimensions, the weight and a complete description of the property have been reported to the superintendent and arrangements have been made by him for handling and forwarding the shipment, if such arrangements can be made. The charges for a less than carload quantity are not to exceed the charges on the carload minimum weight at the carload rate.

(b) *Carloads.* Unless otherwise provided in the Classification, the charge on a carload of matter classed as Merchandise or at a higher classification shall be computed according to the Classification, but the charge shall not be less than the charge for a shipment of Merchandise weighing 10,000 pounds. Carload rates apply only on carload shipments from one shipper to one consignee.

CLASSIFICATION

Abbreviations and Explanations of words and terms used in the Classification.

Mdse.	stands for Single Merchandise rate.
½ Mdse.	" " One-half Merchandise rate.
1 ½ Mdse.	" " Once and One-half Merchandise.
D. Mdse.	" " Double Merchandise rate.
3 t Mdse.	" " Three times Merchandise rate.
G. S.	" " General Special rate (see Rule 8).
K. D.	" " Knocked Down.
N. O. S.	" " Not Otherwise Specified.

"Boxed" or "Completely Boxed," as appearing in the Classification, means completely enclosed by a wooden box or case with tight sides, ends, top and bottom, dovetailed together or fastened together by nails or screws.

"Crated," as appearing in the Classification, means that all sides and ends of any article or machine so packed must be protected by wooden slats, nailed, screwed or dovetailed together, and of sufficient strength to hold the article so packed, and to prevent it from a brasion or damage when the same is handled and transported with ordinary care.

Unless an article is specifically classified herein at less than Merchandise rate it shall not be charged for at less than Merchandise rate, and if analogous to an article classified at higher than Merchandise rate, it shall be charged for at such higher rate.

Special rules under each heading apply to all article named thereunder.

This Classification will not apply to shipments of extraordinary size or weight; such shipments, if accepted, will be subject to special contract in each case (See Rule 14)

A	Rate	Rate
ACETYLENE with po each cy fusible p 240 lbs. Each bear a n	all cylinders packed sted with acetone, sure gauge having o and not more than it is packed must	other danger or t followed. ed in car with ther form than ver the lines of
DANGEROUS. <i>This package must be carefully handled. It must not be loaded or stored near a radiator, stove or any other source of heat. Lighted lanterns, matches and all other flames must be kept away from it.</i>		See A. ... ree sides and a siness cards on D.Mdse.

EXPRESS CLASSIFICATION—CONTINUED.

A	Rate	A-B	Rate
ADVERTISING MATTER, PLATES OR SIGNS..... AGRICULTURAL IMPLEMENTS: BULKY (See Rule 14): Such of the following named articles as can be carried will be rated.....	Sec. A.		D. Mdee.
Cleaners, cotton seed, Cradles, grain, set up, Cultivators, set up, Cutters, ensilage, straw and hay, set up Distributors, guano, set up,	D. Mdee.	separated	D. Mdee.
Drills, grain, set up, Dusters, bran, set up, Evaporators, set up, Fans, wheat, Horse Powers, railroad or endless chain, Hullers, cotton seed and clover, Incubators, set up.			D. Mdee.
Manure Spreaders, set up, Mills, sugar, with trains, Mowing and Reaping Machines, Binders, and Harvesters, whether combined or separated, set up, Planters, corn and cot- ton, set up, Plows, gang and sulky, Presses, hay and cotton, set up, Purifiers, middlings, Rakes, horse, set up, Wheelbarrows, wood, set up,		VEHIC-	D. Mdee.
HARVESTERS—K D. PLOWS—Ordinary stirring and breaking..... AFRSHIPS.	Mdee.	B	Mdee.
of as is of inch	Mdee.	y exposes the id, or not no-	Mdee.
not 8 t Mdee. rely 4 t Mdee.	Mdee.	securely and	D. Mdee.
or when it is desired by the shipper, see Rule 14. ALE.....	Scale K.	id or securely	D. Mdee.
for under head of "And- the Merchandise rate is not apply, to carried at Merchandise rate, one graduate through, charges prepaid.	D. Mdee.	BASKETS: Nested, in bundles or crates, Not nested BATH CABINETS—Unless boxed or crated BATTERIES (see Note)—Charged with liquid solution of base.	D. Mdee.

ALMANACS..... { Sec. A
Sec. D

Batteries containing, or charged with, liquid solution of acids, not constructed and packed in the manner above described, must be refused.

NOTE.—Batteries will not be handled over the lines of the Southern Express Company.

BEEF EXTRACTS—In glass.....	Mds.
BEEF FAT (see Rule 8).....	G. S.
BEER COMPOUND (see Rule 8).....	Scale K.
BEER TONIC (see Rule 8).....	G. S.
BEES.....	G. S.
BENZINE—Refuse.....	1½ Mds.
.....	G. S.
.....	G. S.
.....	Mds.
-See Vehicles, periodicals or papers.	

BIRDS:

Live; see Animals.	
Stuffed, securely packed and boxed	Mds.
BISCUIT—Pound rates (see Rule 6d), minimum 25 cents (see Rule 12)	Mds.
BISHOP'S BEER	Scale K.
BISULPHIDE OF CARBON—Refuse.	

BLANKS

Printed, filled in with writing, bound or unbound.	Mds.
Printed, not filled in with writing	Sec. D.

BLOTTERS AND BLOTTING PADS:

Advertising	Sec. D.
Not advertising	Mds.
BLUE PRINTS	Sec. D.
EX	

Mds.
4 t Mds.
8 t Mds.
3 t Mds.

BOOKS:

Blank	Mds.
Printed, bound or unbound, including Embossed Books for reading by the blind.	Sec. D.

D. Mds.
Mds.

letter

the Merchandise rate must not be more than

3 t Mds.

CA
DOGS:

Must of to execution out regard

1½ Mds.

boxed or crated if securely 100 lbs. each, unless actual crated.

D. Mds.
3 t Mds.

ANIMALS, live.—Not including animals listed under heading of "Live Stock" in carloads, estimate at 10,000 lbs., one attendant will be carried free in car with the animals.

Camels and Elephants)—which have above rates to Fairs or Exhibitions, to the original point of shipment at the rates, but not less than single Merchandise rate. This will also apply to Dogs returned from field trials.

EXPRESS CLASSIFICATION—CONTINUED.

B-C	Rate	C-D-E	Rate
CHINAWARE, packed.....			Mds.
NOTE.—If a shipment of Chinaware is valued by shippers at more than \$1,000.00, see provision in Rule 10 (c), for additional charges on account of such valuation.			
CIDER			Scale K.
CIGAR BOXES, empty			Mds.
Boxed			1½ Mds.
When otherwise packed.....			Mds.
CIGAR CASES			Sec. D.
CIRCULARS.....			G. S.
			Scale K.
			Mds.
			D. Mds.
Completely enclosed in baskets, and so packed that they may be stowed with other freight, pound rates (see Rule 6d), minimum 35 cents, unless the graduate is less (see Rule 12).	{ Ser. D. G. S.		
BREAD (see Rule 8).	Mds.		
	G. S.		
the tare marked on the package is correct.			
Mixed shipments consisting of Biscuits, Cakes or Pies, when packed with Bread, charge same as for Bread.			
Bread, unfired	Sec. B.		
BUGGIES—See Vehicles.			
BRICK, fire—See Fire Brick.			
BULBS:			
Completely boxed and packed, so that they may be handled without extra care, prepaid or guaranteed (see Rule 8).	{ Sec. D. G. S.		
Completely enclosed in baskets, and so packed that they may be stowed with other freight, pound rates (see Rule 6d), minimum 35 cents, unless the graduate is less (see Rule 12).	Mds.		
BURIAL CASES:			
.....	Mds.		
.....	D. Mds.		
all covering.....	Sec. B.		
OF BUTTER, including Rule 8)	G. S.		
must not be more than same points.	G. S.		
In case estimate at 10 lbs. per gallon.			

CRAB MEAT AND CRABS, live —Pound rates (see Rule 6d), minimum 25 cents, unless the graduate is less (see Rule 12)		Mdce.
An allowance of 25 per cent. from gross weight may be used when used		
	(12).	G. S.
Rule 8).		Mdce.
In cans estimate at 10 lbs. per gallon.		G. S.
CREAM SEPARATORS —Pound rates (see Rule 6d), minimum 35 cents for each		
when carried		Mdce.
cents for each		Mdce.
.....		
may be handled		Sec. D.
1 (see Rule 8).		G. S.
that they may		
(see Rule 6d).		
less (see Rule		Mdce.
12).....		
D		
TERMIN DESTROYERS		
use on live stock, animals		
um 50 cents; when carried		
minimum 35 cents for each		
12)		Mdce.
CHAIRS		Mdce.
crates, both heads covered		D. Mdce.
.....		D. Mdce.
E		
EGG JUICE OR LIQUID EGGS (see Rule 8)		G. S.
EGGS.		
.....		G. S.
8), when in cases quote rate per case		Mdce.
.....		
pped other than in cases, charge on		G. S.
e Rule 8).....		G. S.

C		
CACTUS (see Rule 8)		G. S.
CAKE —Pound rates (see Rule 6d), minimum 25 cents (see Rule 12)		Mdce.
CALENDARS		Sec. D.
CALVES:		
Live; see Live Stock.		
Dressed (see Rule 8)		G. S.
CAMELS —See Animals.		
CAMERAS.		
Securely boxed		Mdce.
In light carrying cases		D. Mdce.
CANOE —See Boats.		
CAPE JESSAMINES (see Rule 8).		G. S.
CARBIDE OF CALCIUM.		
When packed in hermetically sealed metal cans		Mdce.
When not so packed—Refuse.		
CARDBOARD		Mdce.
CARDS.		
Blank, playing or sample		Mdce.
Printed		Sec. A.
.....		Sec. D.
CARRIAGES OR CARRIAGE BODIES —See Vehicles.		
CARS —See Miniature Railway or Merry-go-Round Cars.		
CARTRIDGES , loaded with dynamite, nitroglycerine, or other high explosive—Refuse (see Rule 3).		
CARTS —See Vehicles.		
CASKETS —See Burial Cases.		Mdce.
CASTINGS —Stove or other fragile		Sec. D.
CATALOGUES		
CATS —See Animals.		
CATTLE —See Live Stock.		
CELERY OR CELERY PLANTS (see Rule 8)		G. S.
CEREAL FOODS , manufactured		Sec. B.
CHAIRS —See Furniture.		
CHEESE (see Rule 8)		G. S.
The rate on Cheese must not be more than the rate on butter between same points.		
weight, 500 lbs.:		D. Mdce.
.....		1 1/4 Mdce.
.....		Mdce.
Rule 6d)		Mdce.
weighing 10 lbs. or over,		
less; when weighing less		
nts unless the graduate		
CHROMOS —See Pictures, also		Sec. D.
CHRONOMETERS —Must be refused unless boxed		Mdce.
.....		3 1/2 Mdce.

Weighing over 40 lbs. each, minimum 50 cents, unless the rate per 100 lbs. is less, in which case the rate per 100 lbs. will be the minimum charge	$\frac{1}{4}$ Mds.
BANANA CARRIERS—Of one bunch capacity; may be returned with charges to collect by agreement with owners	5c Each. 25c Each.
its.....	$\frac{1}{4}$ Mds.
cents	$\frac{1}{4}$ Mds.
In charges to	
knocked down	10c Each
NOS. BAGS	5c Each
its.....	$\frac{1}{4}$ Mds.
th charges to	
.. .. .	5c Each
.. .. .	15c Each
.. .. .	15c Each
.. .. .	15c Each
per package.	$\frac{1}{4}$ Mds.
For alcohol, fish, oils and varnishes.....	15c Each
In boxes or kegs, and oil cans in jackets..... <i>(Cans, crates see Coffee Cans below)</i>	10c Each 10c Each
.. .. .	10c Each
.. .. .	10c Each
.. .. .	5c Each
.. .. .	15c Each
the United rule).....	$\frac{1}{4}$ Mds.
transporting	10c Each
.. .. .	10c Each
.. .. .	10c Each
per case	25c Each
re outward	15c Each
(see head-	
line rule).	
DEMJOHNS.—In boxes or kegs.....	10c Each
DRUG BASKETS OR BOXES—With or without empty bottles, enclosed, minimum 10 cents	$\frac{1}{4}$ Mds.

EXPRESS CLASSIFICATION—CONTINUED.


E-F	Rate	F-G-H	Rate
EXPLOSIVES—Refuse, excepting small-arms' ammunition in the form of loaded shells or cartridges in strong wooden boxes, conspicuously marked "Ammunition—Handle Carefully," which may be taken and charged as.	Mdee.	FURS When enclosed in burlap the address must be marked on a wooden strip securely attached to the package. A tag bearing the address must be enclosed in the package.	Mdee.
G			
FABRICS—Fragile FANNING MILLS FEATHERS Not otherwise specified Closely compressed in bales by machinery, in shipments of not less than 100 lbs., at one time to one consignee, when Merchandise rate is \$2.00 per cwt., or more. The charge between points where the Merchandise rate is less than \$2.00 per cwt. must not be greater than the charge at \$2.00 per cwt.	Mdee. Mdee. 1½ Mdee. Mdee.	GAME: Dead, pound rates (see Rule 8d), minimum 35 cents (see Rule 12). Between March 1st and November 30th an allowance of 50% may be made when it is used for that season. Small Heads. lbs. per square inch— 1 lb. per square inch.	Mdee.
FEATHERS (MILLINERY) (see Rule 13). FERNS, cut: Completely boxed and without extra charge Completely enclosed and may be stowed in 6d), minimum 3 Rule 12) FERRETS—See Animals. FERTILIZER (see Rule 8) FIRE ARMS—See Guns. FIRE BRICK FIREWORKS—Will not be handled by express companies.	Mdee. Sec. D. G. S. Mdee. G. S. Mdee.	Mirrors, hand, upon which an advertisement is painted or ground, value not exceeding \$2.00, and given away for advertising purposes. Stained Show Cases. N. O. S. N. O. S.—If a shipment of Glass, or Glassware, is valued by shippers at more than \$1,000.00, see provision in Rule 10 and charges on account of such valuation. Stock.	Mdee.
FISH: Fresh (see Rule 8, paragraph (c)). When it is necessary to use ice for preservation, and it is used for that purpose only, add 25 per cent. to the net weight, unless actual gross weight is less at time of shipment, not be applied unless the net weight of the package by the shipper at the time of shipment is less than the net weight of the package by the shipper at the time of shipment. d, pickled or canned, or otherwise (see Rule 8). FISH, live: In water for food, gross weight less 25 per cent. (see Rule 8). N. O. S. The charges on Live Fish, not for food, must be prepaid or guaranteed.	G. S. G. S. Mdee. G. S. G. S. G. S.	Mirrors, hand, upon which an advertisement is painted or ground, value not exceeding \$2.00, and given away for advertising purposes. Stained Show Cases. N. O. S. N. O. S.—If a shipment of Glass, or Glassware, is valued by shippers at more than \$1,000.00, see provision in Rule 10 and charges on account of such valuation. Stock.	D. Mdee. D. Mdee.
FISH FOR HATCHING FISH POSTERS AND FISH SIGNS	G. S.	GRAIN SIEVES: When protected with wooden strips to prevent the puncturing of same. When not so protected. GRAPE JUICE—Charge same rate as for Liquor upon the actual weight.	Sec. D.
Mdee.	Mdee.	Mdee.	D. Mdee.

[illegible]

EXPRESS CLASSIFICATION--CONTINUED.

H-I-J-K-L	Rate
\$3.00 (see Rule 12).....	D Mdee.
I	
ICE CREAM.....	Mdee.
Apply the estimated weights given below except that when shipping agent is unable to determine with certainty the capacity of the can, the shipment must be weighed and billed at gross weight with an allowance of 25 per cent. off for ice.	
Ice Cream, in cans, packed in pails, tubs or barrels, may be way-billed at the following estimated weights:	
1 gallon can 30 lbs.	
2 gallon can 50 lbs.	
3 gallon can 60 lbs.	
4 gallon can 80 lbs.	
5 gallon can 100 lbs.	
Over 5 gallon can 18 lbs. per gallon.	
Charge on basis of full capacity of can whether shipped full or partly filled.	
When the estimated weights named above are used no allowance will be made for ice.	
J	
INFLAMMABLES—Refuse	
INSTRUMENTS, musical—N. O. S.:	
Encased in wooden boxes, or crated, in addition to their own cases.....	Mdee. 3 t Mdee.
Not boxed, but in their own cases.....	
Not boxed, but in their own cases.....	
Toy.....	
INSURE	
INTEI	
JACKS—See Live Stock.	
JEWELRY OR IMITATIONS OF JEWELRY—Including Watch Cases and Watch Movements, Silverware and any Sealed Packages.....	Mdee.

EXPRESS CLASSIFICATION—CONTINUED.

L-M		Rate.
LIVE STOCK—Continued		
HORSES, carloads—Continued.		
charge beyond the authorized rate for the Horses any 1 of a stable, such as carriages, 2, feed, stable dogs and the tendants who may accompany		
An extra charge must be m cation on all other mat when less than the full number of Horses allowed to a car is shipped). including trunks containing wearing apparel not belonging to the attendants, automobiles, household goods, furniture, and other matter occasi ally forwarded with a car of Horses.		
		
When not crated.....		1½ Mdee.
When crated.....		Mdee.
Minimum Charges.		
ried by two or ly, for Burros, ited and carried company, and each crate, and p 12).		
A Jack, Mule, Burro, Pony or Colt weighing over 500 lbs., not crated, or over 750 lbs. gross, crated, will be classified the same as a Horse.		
In Carloads.		
28 or less Jacks, Mules, Burros, Ponies or Colts, un crated, may be taken at the rate applicable to a carload		
M		
MERRY-GO-ROUND		
Mdee.		3½ Mdee.
1½ Mdee.		
MIRRORS—See Glass.		
MISTLETOE.		
Completely boxed and packed, so that it may be handled without extra care, prepaid or guaranteed (see Rule 8) .		
Completely enclosed in r freight, pound rates (see Rule 6d), unless the graduate is less (see Rule		
packed, so that it may be handled prepaid or guaranteed (see Rule 8) .		
baskets, and so packed that it may r freight, pound rates (see Rule 6d), unless the graduate is less (see Rule		
12) ...		
MEAT:		
Canned.....		Mdee.
Fresh (see Rule 8).....		G. S.
When it is necessary to use ice for preservation and it is used for that purpose only; in refrigerator boxes, add 40 per cent. to net weight; per cent. to net weight, charge will		
charge will		
G. S.		Mdee.
Mdee.		G. S.
8) MALTERED		
d rates (see		
graduate is less		
Mdee.		Mdee.
G. S.		Scale K.

EXPRESS CLASSIFICATION—CONTINUED.

N-O-P	Rate	P	Rate
NEWSPAPERS, daily, OR PARTS THEREOF—Continued.		PICTURES—Must be securely crated or boxed and marked "Pictures," "Oil Paintings," etc. (see Note).	
NOTE.—These rates on Daily Newspapers do not apply when shipped C. O. D.		CHROMOS.	
Newspapers, daily, or Parts thereof—Returned by dealers to publishers, charge same rates as for Returned Newspapers other than daily.		CRAYON OR ENLARGED PORTRAITS—C O D or	
NEWSPAPERS—When shipped for advertising purposes by other than publishers or news companies	Sec. A.		Mds.
NUTS, EDIBLE.			
N. O. S. (see Rule 8)	G. S.		
Shelled	Mds.		
O			
OARS	Mds.		
OILS—Dangerous or inflammable—Refuse.			
OLIVES (see Rule 8).	G. S.		
ONION SETS.	{ Sec. D. Mds.		G. S.
OPERA CHAIRS—See Furniture.			
OPOSSUMS—See Animals.			
ORGANS.			
Boxed	Mds.		
Not boxed, minimum \$3.00 (see Rule 12)	D. Mds.		
Not boxed, when shipper has signed a release relieving the company from all risk of damage, but subject to the laws of the State of Virginia, minimum \$3.00 (see Rule 12)	1½ Mds.		
ORGAN STOOLS—See Furniture.			
OYSTERS AND SCALLOPS (see Rule 8):			
In bulk, 10 lbs. per gallon	G. S.		
In shell	G. S.		
Estimated weights will apply to Canned without ice when packed in boxes: Pint 1; standard or ¼ cans, 2 lbs. each; full each; half-gallon cans, 6 lbs. each; gallon mark the exact number and the kind of			
When not packed in boxes, charge upon gross weight.			
OYSTER POSTERS AND OYSTER SIGNS	Sec. A.		

Rate	P	Rate
	PICTURES—Must be securely crated or boxed and marked "Pictures," "Oil Paintings," etc. (see Note).	
	CHROMOS.	
	CRAYON OR ENLARGED PORTRAITS—C O D or	
	WATER COLORS	
	valued by shippers at in Rule 10 (e), for valuation.	G. S.
	shipper: or 150 lbs. each, valued at over \$5.00 each, the company's Live necessary part of the coop,	D. Mds.
	Pigeons, fancy, in slatted coops: Between points where the Merchandise rate is less than \$2.00 per cwt.	1½ Mds.
	Between points where the Merchandise rate is \$2.00 or more, per cwt.	Mds.

Commodity	Classification	Notes
RIBBON BLOCKS	D. Mdee.	
ROOTS	{ Sec. D. G. S.	Completely boxed and packed, so that they may be handled with extra care, prepaid or guaranteed (see Rule 8) in baskets, and so packed that they with other freight, pound rates (see item 35 cents, unless the graduate is less
Ginseng, for planting—see Ginseng Roots.	Mdee.	
RUNNING GEAR OF BUGGY—See Vehicles.		
SALMON—In cans (see Rule 8)	G. S.	
SAMPLES OF MERCHANDISE—To or from commercial travelers, packed in trunks or other permanent cases used by commercial samples from place	Mdee. Mdee. G. S.	
SAI	Mdee.	
SAI	Mdee.	
SAI	G. S.	
SAV	Mdee.	
SAV	Mdee.	
SCENERY:		
N. O. S.	D. Mdee.	
Drop curtains, or Scenery or Scenes painted on cloth, rolled up tightly and properly covered:		
Not exceeding 20 feet in length	Mdee.	
Exceeding 20 feet in length	D	
Boxed	Mdee.	
TALKING MACHINES:		
Boxed	Sec. D. G. S.	
Not boxed—Refuse.	Mdee. G. S.	
TALLOW (see Rule 8)	Sec. D. G. S.	
TELEPHONE MACHINES:		
Boxed	Mdee.	
Not boxed—Refuse.	1 1/4 Mdee.	
T		
Value exceeding \$10.00 each	Mdee.	
TOBACCO OR CIGAR TAGS, CERTIFICATES, CIGAR BANDS, LABELS OR WRAPPERS—Entitling the holders to prizes (Rates in Section D do not apply)	D. Mdee.	

EXPRESS CLASSIFICATION—CONTINUED.

T-V	V-W	Rate
TORPEDO SHELLS:		
Crated.....		Mdee.
Not crated.....		1½ Mdee.
TOY WAGONS, TOY AUTOMOBILES AND SIMILAR TOYS..		Mdee.
TREES:		
When boxed or baled and strawed, prepaid or guaranteed (see Rule 8).....		G. S.
Christmas Trees:		
Under 12 feet in length.....		D. Mdee.
Over 12 feet in length, see Rule 14.		
TRICYCLES—See Vehicles.		
TRIPODS		Mdee.
TUBERS.		
Completely boxed and packed, so that they may be handled without extra care, prepaid or guaranteed (see Rule 8).		Sec. D.
Completely enclosed in baskets, and so packed that they may be stowed with other freight, pound rates (see Rule 6d), minimum 35 cents, unless the graduate is less (see Rule 12).....		G. S.
TURNSTILES		Mdee.
TURTLES:		
Fresh Water (see Rule 8).....		1½ Mdee.
Salt Water.....		G. S.
TYPEWRITING MACHINES:		
Securely boxed.....		Mdee.
When in their cases only, or not securely boxed.....		D. Mdee.
V/		
VALISES—Old, must be prepaid or guaranteed		Mdee.
VANI-KOLA		Scale K.
VEGETABLES:		
When shipped in packages for which an estimated weight is provided, the estimated weight will be charged upon only when shipments are made without ice; when ice is used, add 25 per cent. to the authorized estimated weight.		
N. O. B. (see Rule 8).....		G. S.
Py		Mdee.
VEE		
..... of Mer- will not whether		
e one or nity of is used, but not		
If		
..... poles		1½ Mdee.
.....		Mdee.
.....		

VEHICLES—Continued.
AUTOMOBILES, ETC., AND PARTS THEREOF—Continued.to
net
bdD. Mdee.
Mdee.ex-
ed

D. Mdee.

be

Mdee.
Mdee.

ile

3 t Mdee.

1½ Mdee.

Mdee.

Mdee.

D. Mdee.

3 t Mdee.

1½ Mdee.

Mdee.

Mdee.

D. Mdee.

Mdee.

Mdee.

1½ Mdee.

Mdee.

Mds.

SLEIGHTS:

Not K. D. nor boxed or crated, minimum \$3.00 each (see Rule 12)	3 t Mds.
K. D. and boxed or crated, minimum \$3.00 each (see Rule 12)	1½ Mds.
With thills detached, boxed or crated, minimum \$3.00 each (see Rule 12)	1½ Mds.
SULKIES:	
Not K. D. but boxed or crated, or K. D. and not boxed or crated, minimum \$3.00 each (see Rule 12)	3 t Mds.
K. D. and boxed or crated, minimum \$1.50 each (see Rule 12)	1½ Mds.

in \$2.00	D. Mds.
boxed or	1½ Mds.
HEELS:	1½ Mds.
rule 12)	3 t Mds.
ARTS:	D. Mds.
	Mds.
	Mds.

D. Mds.

Frotting Buggies—
the wheels attached

\$2.00 (see Rule 12)
automobiles or any

W

WALL PAPER—Samples of:

In books	Sec. B.
In rolls	Mds.

WATCHES, WATCH CASES OR WATCH MOVEMENTS

—See Jewelry.

WATER.

For analysis

(not sent for analysis)	Mds.
(Rule 8)	Scale K.
	G. S.

made when it is necessary to use ice for preservation, and it is used for that purpose only.

WINE, native—Charge same rate as for Liquor upon the actual weight.

D. Mds.

1½ Mds.

Mds.

3 t Mds.

D. Mds.

D. Mds.

Mds.

Mds.

EXPRESS CLASSIFICATION—CONTINUED.

W	X-Y-Z	Rate
W(	X-RAY MACHINES OR PARTS THEREOF:	D. Mdee.
	Boxed or crated.....	
	Not boxed or crated—Refuse.	
	Y	G. S.
	Y(
	Z	G. S.
	ZOO LAK (see Rule 8).....	G. S.
	ZWIEBACK (see Rule 8)—Minimum 25 cents (see Rule 12).	G. S.

or guaranteed..... Mdee.

NOTE 1.—Use graduated charge when less than the minima prescribed above.



EXPRESS CLASSIFICATION—CONTINUED.

SCALE L.

(a) **BERRIES**—Table of Rates on Berries in Crates—When quoting rates on Berries, agents will name the rate per crate, as shown by the following table, instead of a rate per 100 pounds. Minimum 35 cents per shipment, but not more than the rate per 100 pounds on Fruit; when carried by more than one company, minimum 25 cents for each company carrying.

(b) When shipped with other General Special matter, minimum applies to total shipment.

(c) In way-billing enter capacities or sizes of crates on the way-bills.

(d) When the rate per 100 lbs. on Fruit is	THE RATE PER CRATE ON BERRIES WILL BE						
	24 pt.	16 qt.	24 qt.	32 qt.	36 qt.	48 qt.	60 qt.
\$ 30.....	05	07	10	15	18	24	30
35.....	06	08	12	18	21	28	35
40.....	07	09	13	20	24	32	40
45.....	08	10	15	23	27	36	45
50.....	09	11	17	25	30	40	50
55.....	10	12	18	28	33	44	55
60.....	11	13	20	30	36	48	60
65.....	12	14	22	33	39	52	65
70.....	13	15	23	35	42	56	70
75.....	14	17	25	38	45	60	75
80.....	14	18	26	40	48	64	80
85.....	15	19	28	43	51	68	85
90.....	16	20	30	45	54	72	90
1 00.....	18	22	33	50	60	80	1 00
1 10.....	20	24	36	55	66	88	1 10
1 20.....	22	27	40	60	72	96	1 20
1 25.....	23	28	41	63	75	1 00	1 25
1 30.....	23	29	43	65	78	1 04	1 30
1 35.....	24	30	45	68	81	1 08	1 35
1 40.....	25	31	46	70	84	1 12	1 40
1 50.....	27	33	50	75	90	1 20	1 50
1 60.....	29	35	53	80	96	1 28	1 60
1 65.....	30	36	55	83	99	1 32	1 65
1 70.....	31	37	56	85	1 02	1 36	1 70
1 75.....	32	39	58	88	1 05	1 40	1 75
1 80.....	32	40	59	90	1 08	1 44	1 80
1 90.....	34	42	63	95	1 14	1 52	1 90
2 00.....	36	44	66	1 00	1 20	1 60	2 00
2 10.....	38	46	69	1 05	1 26	1 68	2 10
2 25.....	41	50	74	1 13	1 35	1 80	2 25
2 50.....	45	55	83	1 25	1 50	2 00	2 50
2 75.....	50	60	91	1 38	1 65	2 20	2 75
3 00.....	54	66	99	1 50	1 80	2 40	3 00

Where the rate per 100 pounds is not given, charge in proportion.

SCALE M.

(a) Eggs.—Table of Rates per case of 30 and 36 dozen.—When quoting rates to patrons on Eggs, agents will name the rate per case, as shown by the following table, instead of the rate per 100 pounds. Cases of a greater or less capacity must be charged for in the same proportion; cases must never be charged for at less than their full capacity. When the rate per 100 pounds is not given, charge in proportion. Minimum 30 cents per shipment; when carried by more than one company, minimum 25 cents for each company carrying.

(b) When other packages of General Special matter are sent with cases of Eggs, the charges may be aggregated.

(c) When the rate on Eggs per 100 lbs. is	Rate per case of 30 doz. is	Rate per case of 36 doz. is	When the rate on Eggs per 100 lbs. is	Rate per case of 30 doz. is	Rate per case of 36 doz. is	When the rate on Eggs per 100 lbs. is	Rate per case of 30 doz. is	Rate per case of 36 doz. is
25	14	17	75	41	50	1 50	83	99
30	17	20	80	44	53	1 60	88	1 06
35	19	23	85	47	56	1 65	91	1 09
40	22	26	90	50	59	1 75	96	1 16
45	25	30	95	52	63	1 90	1 05	1 25
50	28	33	1 00	55	66	2 00	1 10	1 32
55	30	36	1 10	61	72	2 25	1 24	1 49
60	33	40	1 20	66	79	2 50	1 38	1 65
65	36	43	1 25	69	83	2 75	1 51	1 82
70	39	46	1 40	77	92			

The Following Rates Are to Be Used Only on Conditions Named Below :

When graduated charges, or any other rates authorized as applicable to any particular commodity, are less than named for the same commodity below, the lower rate must be charged, provided the rules governing the use of the lower rate are fully complied with. These rates apply also to returned shipments.

Section A.

(1) The following matter may be charged for at the Merchandise rate per 100 pounds for actual weight, pound rates (see Rule 6d), between all offices of the following companies:

ADAMS EXPRESS COMPANY,
SOUTHERN EXPRESS COMPANY,
UNITED STATES EXPRESS COMPANY.

(2) In computing charges, all fractions of a pound to be reckoned and charged for as a full pound.

Section A--Continued.

(3) Charges to be prepaid or guaranteed, minimum 35 cents unless otherwise provided (see Rule 12).

(4) The rates provided by Section A will be applied only on matter which is distributed gratuitously for advertising purposes and must not be applied on any package containing articles which are sold to the consignee.

(5) Packages shipped under this Section may be aggregated in accordance with Rule 7 of the Classification, estimating at 20 pounds each, packages weighing less than 20 pounds. The minimum charge will then apply to the entire shipment so aggregated.

(6) Address Tags, having an advertisement printed thereon, and given away for advertising purposes.

(7) Printed, Engraved or Photographed Advertisements on paper, cloth, cardboard or printed blotters, and which cannot be put to any other use than as an advertisement.

(8) Advertising Signs, flat, on or under glass, completely boxed.

(9) Advertising Signs, flat, or Cards, without glass, boxed or crated, also Metal Signs, flat, not boxed or crated.

(10) Almanacs and Pamphlets of similar form to Almanacs, devoted to advertising medicines.

(11) Fish or Oyster Posters or Signs, flat.

(12) Stereotype or Electrotpe Advertising Plates or Newspaper Illustrating Plates, minimum 50 cents; when carried by two or more companies, minimum 35 cents for each company carrying.

Section B.

(1) The following matter may be charged for at the Merchandise rate per 100 pounds for actual weight, pound rates (see Rule 6d), between all companies named in Section A, charges to be prepaid or guaranteed.

(2) In computing charges, all fractions of a pound to be reckoned and charged for as a full pound.

(3) Packages shipped under this section may be aggregated in accordance with Rule 7 of the Classification, estimating at 20 pounds each, packages weighing less than 20 pounds. The minimum charge will then apply to the entire shipment so aggregated.

(4) Auxiliary Newspapers, patent insides, Newspaper Supplements containing reading matter or illustrations, and Reading Matter Plates, or Plates of Pictures or Drawings illustrating reading matter, minimum 25 cents (see Rule 12).

(5) Laundry, packages of, minimum 35 cents (see Rule 12).

(6) Manufactured Cereal Foods, including Flour and Unfired Bread or other Bread shipped from so-called Natural Food companies, minimum 35 cents; when carried by two or more companies, minimum 30 cents for each company carrying (see Rule 12).

Section B—Continued.

(7) Matrix (paper moulds for casting stereotype plates), minimum 35 cents (see Rule 12).

(8) Music Plates, for use by newspapers, minimum 35 cents (see Rule 12).

(9) Plaster, Samples of, minimum 35 cents (see Rule 12).

(10) Samples of Wall Paper in books (not covering Wall Paper in rolls) and Samples of Burlap or other material used as a Wall Covering, with or without Samples of Moulding, enclosed in the same package, minimum 35 cents (see Rule 12).

Section C—Not applicable between points in Virginia.

Section D—Charges at these rates must be prepaid.

(1) These rates apply solely to articles named in paragraph (8).

(2) These rates must not be applied unless the shipper writes or stamps the value on the receipt and on the package, and such declared value does not exceed \$10.00 per package. Each package must have the name of the contents written, stamped or printed thereon, and be so packed that the description may be readily verified by examination. If the amount of the C. O. D. on any shipment exceed \$10.00 Section D rates do not apply.

(3) The rates named will cover transportation between any two railroad offices within the State of Virginia of the express companies named in Section A.

(4) If destined to a point not reached by some company named in Section A, agent will affix the proper postage stamps at point of shipment, and forward by mail, collecting from shipper the full amount paid for postage.

(5) At Common Points all companies named in Section A may receive such packages without regard to destination, but if they cannot forward them to destination except through some other company represented at point of shipment, the packages must be transferred to that company at point of shipment, with all charges received. The same rule shall apply to the same matter on a through way-bill to destination by second company represented at point of shipment. This rule shall not apply to same matter if charged at rates other than in this section.

(6) These rates will not apply to any printed matter named in paragraph (8), if printed, framed or mounted on anything but paper or cardboard, except Maps, as provided below: nor to packages which contain written matter, either by pen or typewriter, excepting invoices accompanying packages sent C. O. D.

(7) Under the conditions named, charge One Cent for each two ounces or fraction thereof, minimum 10 cents; except that packages weighing 50 ounces or more each will be charged two cents per package less than the charge at the rate of One Cent for each two ounces or fraction thereof, but

Section D—Continued.

the charge on packages weighing less than 50 ounces shall not be more than the charge for 50 ounces; when carried by more than one company, the minimum charge for each company is 10 cents (see Rule 12), excess of this divided equally, the delivering company to be entitled to the odd cent.

(8) List of articles to which these rates apply:

ALMANACS.
 BLANKS, printed.
 BLOTTERS AND BLOTTING PADS, having an advertisement printed thereon.
 BLUE PRINTS.
 BOOKS, printed, bound or unbound.
 BRANCHES OF PEPPER TREES.
 BULBS.
 CALENDARS, paper or cardboard, not encased or mounted.
 CARDS, printed, except Playing Cards.
 CATALOGUES.
 CATALOGUES, weighing not less than 50 ounces each, and containing not to exceed 3 pages of samples of cloth or colors; when weighing less than 50 ounces charge the same as for 50 ounces.
 CATALOGUES, weighing 40 ounces or more two cents per package less than the charge at the rate of one cent for each two ounces or fraction thereof, but the charge on Catalogues weighing less than 40 ounces shall not be more than the charge on Catalogues weighing 40 ounces.
 CHROMOS.
 CIRCULARS.
 CUTTINGS.
 EMBOSSED BOOKS, for reading by the blind.
 ENGRAVINGS.
 FERNS, CUT.
 GINSENG ROOTS, for planting.
 GRAIN, Samples of.
 GREENS, decorative.
 HAND-BILLS.

HELIOTYPE WORK.
 HOLLY.
 HOP SAMPLES.
 INSURANCE POLICIES, blank.
 KINETOSCOPE PICTURES ON PAPER.
 LABELS, printed.
 LITHOGRAPHS.
 MAGAZINES.
 MAPS, on paper or cardboard, with or without canvas backing or wooden rollers.
 MISTLETOE.
 MOSS.
 NEWSPAPER HEADS.
 ONION SETS.
 PAMPHLETS.
 PERIODICALS.
 PHOTOGRAPHS, not framed.
 PLANTS.
 POSTERS.
 PROGRAMMES.
 PROOF SHEETS.
 PROSPECTUSES.
 PUBLICATIONS.
 ROOTS, for planting.
 SCIONS.
 SEEDS.
 SHEET MUSIC.
 SHOW CARDS, unmounted.
 SIGNS, on paper or cardboard, not framed.
 SMILAX.
 SOLAR PRINTS, not framed.
 STEREOSCOPIC VIEWS.
 TUBERS.

(9) The following named articles are not included, and whether enclosed with the above named matter or separately, will subject the shipment to Merchandise tariff: Blotters or Blotting Pads not having an advertisement printed thereon, Books entirely blank, Blank Cards, Cardboard, Flexible or Paper Patterns, Letter Paper, Ornamental Paper, Playing Cards, and Samples of Merchandise, including Cloth, Medicine and Sample Cards.

(10) Undelivered shipments which have been sent out under this Section may be returned to original shippers way-billed to collect at the rates charged on the business when sent out.

MONEY INDEX AND CLASSIFICATION.

ACCEPTANCES—Not for collection.....F	DRAFTS—Not for Collection.....F
ACCOUNTS—For collection.....J	“ Paid.....J
“ Paid.....J	“ Partially Paid.....K
“ Partially Paid.....K	“ Requiring Protest.....I
“ Returned Unpaid.....K	“ Returned Unpaid.....K
ADVANCE—Of Purchase Price.....G	“ Uncancelled.....Q
BILLS—For collection.....J	EXPRESS MONEY ORDERS.....G
“ Of Lading.....O	GOLD DUST.....C
“ Paid.....J	GOLD, Uncoined.....D
“ Partially Paid.....K	LEGAL PAPERS.....L-P
“ Returned Unpaid.....K	LETTERS OF CREDIT.....E
BONDS—City.....F	MANUSCRIPT.....P
“ County.....F	MONEY PACKAGES—MIXED.....C
“ For Collection.....J	MORTGAGES.....H-L
“ Government.....E	NATIONAL BANK NOTES (Incomplete). F
“ Incomplete.....F	NOTES—Blank for Signature.....K
“ Railroad.....F	“ For Collection.....J
“ State.....F	NOTES—Not for Collection.....F
“ Town.....F	“ Paid.....J
“ United States.....E	“ Partially Paid.....K
BULLION—Gold, Silver and Dore.....D	NOTES—Requiring Protest.....I
CALCULATING CHARGES.....B	“ Returned Unpaid.....K
CHECKS—Payable to Order.....F	PACKAGES OF BONDS, ETC.—Record of
“ Requiring Protest.....I	Contents.....N
“ Uncancelled.....Q	PAID THROUGH.....B
COIN—Gold, Silver and Minor.....C	PAWN TICKETS.....R
C. O. D.'s—Paid.....G	PENSION VOUCHERS.....F
“ Unpaid (see Rule 11, of Express	PRECIPITATES, Silver.....D
Classification).	SILVER, Uncoined.....D
COLLECTIONS—Paid.....J	“SPECIAL RATES”—For Currency or Gold
“ Restrictions on.....M	Coin.....Scale T
COUPONS—Cancelled.....Q	STOCK—Certificate of.....F
“ Not for collection.....E	SUBSCRIPTION CERTIFICATES.....E-F
“ For collection.....J	SULPHIDES.....D
CYANIDES.....C	THROUGH CHARGE.....B
CURRENCY.....D	VALUABLE PAPERS—For Collection.....L
DEEDS.....H-L	VOUCHERS—Cancelled.....Q
DRAFTS—For Acceptance.....F	WAREHOUSE RECEIPTS.....F
“ For Collection.....J	

When “Currency Rate” is mentioned in the following Articles, it means Scale “R” or “Special Rates on Currency,” where issued and does not mean Scale “T.” In making charges on Paid Collections, and Paid C. O. D.'s in lots of less than \$5,000 be governed by Article “G” or “J” and Scale “P”; when in amounts of \$5,000 or more use Scale “R.”

A.—(1) Money packages, Bonds and Securities must be delivered at the office by shippers. In the case of shipments of Coin or Bullion too heavy to be carried by hand, agents may permit wagonmen to call therefor, but in such cases a representative of the shipper must accompany and retain custody of the shipment until it has been delivered by him to the company's authorized money receiving clerk within its office.

(2) Packages of Money, Bonds or other Securities in amounts of \$500.00 or over cannot be accepted for shipment unless the person who delivers the package to the company shall, at the time of said delivery, write his name in ink on the package.

(3) Packages offered for shipment by bankers or money brokers must be refused unless value is declared.

B.—(1) Graduate charges apply to shipments of less than \$1,000. When the rate between any two points is not given in Scales “S” and “U,” use the next higher rate to ascertain the correct charge, but the charge for less than \$1,000 must not be more than the rate for \$1,000.

MONEY RATES, ETC.—CONTINUED.

(2) In calculating charges where the result is not a multiply of five, the next higher multiple of five must be charged.

(3) On Remittance of less than \$1,000 carried by more than one express company apply single graduate for the through rate made by combining the rates for each company on the kind of money carried, unless otherwise provided.

(4) When the through charge cannot be made correctly to a point within the territory of another company, make price to the transfer point only. When prepaid, mark and way-bill the article Paid, with the amount and to what place. If marked or way-billed Paid, it means Paid to Destination unless otherwise specified. If paid in part, so note on way-bill and on package.

C.—(1) Currency, for rates on, see Scales "R" and "T."

(2) Gold Coin, for rates on, see Scale "Q."

(3) Gold Dust, same as Gold Coin.

(4) Silver Coin.—On amounts of \$1,000 and over the rate per \$1,000 face value, is the same as the rate on Merchandise per 100 pounds to the same point, but never less than 50 cents per \$1,000; on amounts less than \$1,000, charge according to Scale "U," using the same rate as is in effect on Merchandise per 100 pounds, but the charge for less than \$1,000 must not be more than would be charged for \$1,000. Example.—If the Merchandise rate is 40 cents per 100 pounds, the rate on Silver Coin in amounts of \$1,000 and over will be 50 cents per \$1,000, and in amounts less than \$1,000, the charge will be the graduate under the 40 cent rate, as shown in Scale "U."

(5) Mexican or South American Silver Coin, charge on the declared market value as follows: In amounts of \$1,000 or more, the rate per \$1,000 will be the same as the Merchandise rate per 100 pounds, but not less than 50 cents per \$1,000; if the weight exceeds 100 lbs. to the \$1,000 value, charge additionally Merchandise pound rates (see Rule 6d of Express Classification) on the excess weight. For amounts less than \$1,000 charge the same as for a Merchandise package of the same weight and value, but the charge for less than \$1,000 must not be more than would be charged for \$1,000.

(6) Minor or Base Coin, such as Nickles and Cents, charge Merchandise rate on actual weight and in addition charge on value as provided for in Rule 10 of the Express Classification. Two or more packages of Minor Coin or Base Coin, forwarded by one shipper, at the same time, to one consignee, may be charged for on the aggregate weight and value.

(7) On packages containing both Currency and Coin, charge regular rate upon amount of each kind of money, the charge not to be greater than for the same amount in Coin, except that packages containing Currency and Silver, or Gold Coin and Silver when Silver does not exceed \$5.00, may be taken at the same rate as though all Currency or Gold Coin.

D.—Bullion Shipments, charge as follows:

(1) Gold Bullion, Gold Sulphides, Gold Cyanides, or any other form of Uncoined Gold, and Dore Bullion, Gold Coin rates on value and Merchandise graduate rates on weight in excess of 4 pounds to the \$1,000 value.

MONEY RATES, ETC.—CONTINUED.

(2) Silver Bullion, same as Silver Coin (see Article C.)—allowing a maximum weight of 100 pounds to each \$1,000, and in addition Merchandise rate, pound rates (see Rule 6d of Express Classification), on all excess.

(3) Silver Sulphides, Precipitates, Cyanides or any other form of Uncoined Silver, the rate per \$1,000 value is the same as the rate on Merchandise per 100 pounds to the same point, allowing a maximum weight of 100 pounds to each \$1,000, and in addition Merchandise rate, pound rates (see Rule 6d of Express Classification) on all excess.

E.—(1) United States Bonds and Government Bonds of other Countries payable to bearer; and Coupons of any Bonds, other than for collection, charge Currency rate at their market value.

(2) United States Bonds and Government Bonds of other Countries, registered, one-third Currency rate at their market value, but never less than 15 cents per \$1,000 and no single shipment less than 25 cents.

(3) Subscription Certificates to Bonds or Stocks will be charged the same as for the Bonds or Stocks to be issued in exchange therefor.

(4) Letters of Credit, issued in blank or payable to bearer, charge Currency rate on the declared value.

F.—(1) Railroad, State, County, City, Town, and all other Bonds, or Certificates of Stock, payable to bearer (except United States Bonds and Government Bonds of other Countries payable to bearer) and Warehouse Receipts, charge one-half Currency rate at their market value, but not less than 25 cents per \$1,000, unless otherwise provided minimum charge 25 cents for a single shipment.

(2) The same Payable to Order, on which payment may be stopped if lost, including also Incomplete Bonds, Incomplete Certificates of Stock, and Notes, Checks, Drafts, Acceptances and other paper payable to order, including Pension Vouchers, and not for collection, charge one-third Currency rate at their declared market value, but never less than 15 cents per \$1,000. To find the charge on amounts less than \$1,000, take one-third of the graduated charge on the Currency rate which applies to the shipment.

Minimum charge 25 cents for a single shipment.

(3) If the weight of any shipment of Bonds exceeds one pound, assess additionally the Merchandise graduate charge.

(4) Subscription Certificates to Bonds or Stocks will be charged the same as for the Bonds or Stocks to be issued in exchange therefor.

(5) Incomplete National Bank Notes, charge Currency rates.

(6) Drafts sent for acceptance, way-bill P. O. R. (Pay on Return), and charge Currency rate on the face value of the paper when returned. If returned without acceptance, charge 25 cents; when carried by more than one company, add 15 cents for each additional company.

G.—(1) PAID C. O. D.'s CARRIED BY ONE COMPANY—

\$2.00 or under, in Currency or Coin, 15 cents.

Over \$2.00 and not exceeding \$6.00, in Currency or Coin, 20 cents.

Over \$6.00 and less than \$1,000, in Currency or Gold Coin, Scales P. and S.

MONEY RATES, ETC.—CONTINUED.

\$1,000 and less than \$5,000, in Currency or Gold Coin, Scale P.
 \$5,000 and over, Currency, Scale R; Gold Coin, Scale Q.
 Over \$6.00 in Silver Coin, Article C (4.)

(2) WHEN CARRIED BY MORE THAN ONE COMPANY—

\$6.00 or under, in Currency or Coin, 15 cents to the company collecting and 10 cents to each additional company.

Over \$6.00 to \$25.00 in Currency or Gold Coin, 25 cents to the company collecting, and 15 cents to each additional company.

*Over \$25.00 and less than \$1,000, in Currency or Gold Coin. Scales P. and S.

*\$1,000 and less than \$5,000, in Currency or Gold Coin, Scale P.

*\$5,000 and over, Currency, Scale R; Gold Coin, Scale Q.

*Over \$6.00 in Silver Coin, Article C (4.)

*Single graduate under the rate of each company carrying.

(3) In all cases paid C. O. D.'s, Collections, Notes, Contracts, Accounts, Bills and similar matter when returned to shipper must take same route, and pass through the hands of the same company or companies as when originally forwarded, except that when a C. O. D. shipment has been re-shipped from the original destination to which it was addressed, to another destination, the proceeds may be returned to the shipper by the most direct route. When a C. O. D. is received in transfer and the proceeds are to be returned to an office of the company collecting other than the point of origin, such proceeds may be returned direct by the company making the collection.

(4) Paid C. O. D.'s, containing Currency and Silver, or Gold Coin and Silver, when Silver does not exceed \$5.00, may be taken at the same rate as though all Currency or Gold Coin.

(5) Paid C. O. D.'s, containing Currency and Signed Notes, Lease or Mortgage, charge same as if all Currency. When, by shipper's instructions, an affidavit from consignee is accepted as payment of a C. O. D., the same charge must be made as if the money were returned.

(6) Advance of the Purchase Price of Goods, or any amount advanced to the shipper, will be charged the same rates as for paid C. O. D.'s, given above. Money Orders for the purchase price of goods ordered by express may be carried free. Express companies will not be required to advance the purchase price of any shipment to connecting companies.

H.—(1) Deeds and Mortgages which have not been recorded, charge Currency rate on the declared value, and when they are to be delivered to officials for record, require prepayment.

(2) Deeds and Mortgages which have been recorded, charge one-third Currency rate on the declared value, but never less than 15 cents per \$1,000 and no single shipment less than 25 cents.

(3) Deeds and Mortgages for collection, see Article L.

I.—Notes, Endorsed Drafts or other papers requiring protest must not be received for collection.

MONEY RATES, ETC.—CONTINUED.

J.—(1) Notes, Checks, Drafts, Accounts or Bills for Collection, when forwarded, way-bill P. O. R. (Pay on Return):

When returned paid, carried by one company—

\$10.00 or under, in Currency or Coin, 25 cents.

Over \$10.00 and less than \$5,000 in Currency or Gold Coin, once and one-half times the charge under Scale P.

\$5,000 and over in Currency, once and one-half times the charge under Scale R; in Gold Coin, one and one-half times the charge under Scale Q.

Over \$10.00 in Silver, once and one-half times the charge under Article C (4) .

(2) When carried by more than one company—When amount is \$10.00 or less, the company collecting will charge 25 cents and each additional company carrying 15 cents. When amount is more than \$10.00 the company collecting will charge according to preceding paragraph, and each additional company will charge single rates under Scale P, Q or R. or Article C (4), according to kind of money and amount, but the through charge must not be less than if carried by one company from transfer point to destination.

(3) Agents receiving paper for collection should call the attention of the senders to the price for returning in Currency, and the price for returning in Silver Coin, to prevent any misunderstanding as to the charge in case the paper should be paid in Silver Coin.

(4) The charge on a Paid Collection carried by two or more companies, between points where the single graduate of one company governs, if 50 cents or less, shall be divided equally, the company making the collection being entitled to the odd cent; and, if such charge exceeds 50 cents, it shall be pro-rated on the basis of the local Merchandise rates.

(5) Paid Collections containing signed notes and money, charge on notes under Scales P or R, according to the amount; and on the money once and one-half the rate as provided in paragraph (1) or (2).

(6) For collecting Bonds, charge the Bond rate on the outward shipment and for the returned money, if paid in Currency, Gold Coin or Draft, and amount is less than \$5,000, charge according to Scale P; if amount is \$5,000, or more, in Currency, charge according to Scale R; if Gold Coin, charge according to Scale Q; if paid in Silver, charge according to Article C (4); if returned unpaid, charge Bond rates both ways.

(7) For Collecting Coupons, on the outward shipment, charge Currency rate. For the returned money, charge the same rate as fixed by paragraph (6) for Bond Collections. If returned unpaid, make the return charge the same as the outward charge.

(8) A Bank Book or other Depos^{it} Book sent with draft for collection of balance shown thereon is not subject to a separate charge.

K.—(1) Ordinary Bills, Accounts, Drafts or Notes not requiring protest, if returned uncollected, 25 cents. When carried by more than one company, add 15 cents for each additional company.

(2) When instructions are given by shipper to accept a note, check or draft in payment of a collection of any character, charge Currency rate

MONEY RATES, ETC.—CONTINUED.

on the face value of the paper under Scale P or Scale R, according to the amount.

(3) For taking notes in blank from one point, and procuring signature of party or parties at another point, and returning the signed notes to the shipper, charge one way on the face value of the notes under Scale P or Scale R, according to the amount. If returned unsigned, charge 25 cents, same as for unpaid collections.

(4) Notes, Drafts, Accounts or Bills for collection, with instructions to accept partial payment, must not be taken unless instructions are to return the amount paid with the collection at once, and when such partial payments are returned, charge shall be made only on the amount enclosed.

(5) For obtaining from consignees receipts for delivery of packages and returning such receipts to the shipper, a charge of 10 cents for each receipt must be made; when carried by two companies, the charge of 10 cents is to be divided equally.

(6) Agents must not accept collections unless assured of the identity and responsibility of the senders. (See General Instructions.)

L.—Mortgages, Deeds, Legal Papers and other valuable papers for collection must be enclosed in sealed envelopes endorsed with description and value of contents, and treated as a C. O. D. Merchandise package, but must be way-billed on a money way-bill. If consignee is to be permitted to examine the papers before payment, instructions to that effect must be marked on packages by the shippers, who must sign a release from all loss resulting from such examination. Outward charges on the package, unless prepaid, to follow as expense on return of proceeds, or paper, if not collected. If any service is to be performed by the express company in exchanging promissory notes or other obligations, in examination of titles, or any other service beyond the usual C. O. D. service, the business must not be accepted except under special contract authorized by the proper officer.

M.—(1) Collections must not be received more than twenty days before due, unless shipper states in writing that the payor has signified his intention to pay the obligation upon presentation, or within 20 days. Such paper, if unpaid at the expiration of the time indicated, must be returned to shipper. Unless instructed to the contrary, agents will return all other unpaid Notes, Drafts or Collections, within 10 days after having notified shipper of the non-payment of the collection.

(2) After a Collection has been forwarded from shipping point, if the shipper requests that the amount of the Collection be reduced, or when the entire amount of the collection is cut off, the shipping agent will require a fee of 10 cents to be paid before endorsing such instructions. Shippers' request must then be way-billed with charge of 10 cents prepaid. When two or more companies are interested in the transaction the 10 cents will be divided equally.

N.—Require shippers to endorse the contents on all packages of Bonds, Checks, Notes, Drafts, Acceptances or Deeds, and request them to keep a record of the numbers and descriptions to aid in recovery if lost.

MONEY RATES, ETC.—CONTINUED.

O.—(1) Bills of Lading, for matter shipped by freight lines, when enclosed in sealed envelopes and forwarded as C. O. D., with privilege of examination, shall be charged for at Merchandise graduate rates, minimum 30 cents, and 25 cents each when carried by more than one company; and in addition the valuation charge under Rule 10 of Express Classification; the charge for returning the money will be the same as for a paid C. O. D. of like amount; if not collected they may be returned free of charge.

When a Bill of Lading sent by express is exchanged by shipper's orders for a new Bill of Lading, charge additionally for securing the latter and returning it to shipper, the same amount as was charged for the original Bill of Lading.

(2) When not sealed, or when accompanied by instructions requiring agents, before delivering the Bill of Lading, to obtain signatures to notes, or to place mortgages for record, secure insurance, or to render other service than simply collecting the amount of the C. O. D. and returning the papers to the consignee, the outward charge will be \$1.00, prepaid, to be divided equally between the companies carrying; the return charge will be, when the amount of notes or mortgages is \$100 or less, 3 per cent. thereof; when the amount exceeds \$100, one per cent. thereof, with a minimum charge of \$3.00. When carried by two companies, the company executing the commission shall be entitled to two-thirds of the return charge. If the consignee declines to execute the papers and they are returned in original condition to shipper, the Bill of Lading may be returned without additional charge.

P.—Legal and other papers in manuscript may be taken at regular graduate and valuation rates, provided in Rule 10, Express Classification.

Q.—(1) Cancelled Vouchers, value limited to \$10.00, charge 10 cents for packages weighing 5 ounces or less, and 2 cents for each additional ounce or fraction thereof, unless the Merchandise graduate charge is less; charges to be divided equally between the companies carrying, the delivering company to have the odd cent, but not less than 10 cents for each company.

(2) Packages containing Uncancelled Checks, or Drafts, or Cancelled Coupons, charge Currency rate on the declared value, and if weight exceeds one pound assess additionally the Merchandise graduate charge.

R.—(1) Pawn Tickets.—Agents must require parties presenting pawn tickets for redemption of goods to state the value. A memorandum of the value must be attached to the ticket, and the value also stated on the receipt given for same.

(2) The amount necessary for the redemption of the goods, together with the pawn tickets and memorandum of value, must be enclosed in a sealed envelope, with total value of money and memorandum marked thereon, addressed to the agent of the company at the point where articles or goods were pledged and charged for at Currency rates prepaid; tickets from one shipper to be presented to different pawnbrokers for redemption of goods may be enclosed in the same envelope.

(3) The goods, when redeemed, are subject on return to regular rates according to Classification on each lot redeemed; and, in addition, a charge to cover expense of packing or handling of not less than 25 cents in each case.

MONEY RATES, ETC.—CONTINUED.

S.—Agents receiving on order to secure goods at another office, or money in lieu of the goods, will charge Classification rates for the return of the goods, or the Classification rate on a Paid Collection of the same amount for the return of the money; if neither goods nor money should be returned, the order must be returned, way-billed with charges 25 cents Collect. If carried over the lines of two or more companies charges will be divided equally, the collecting company being entitled to the odd cent.

Scales P. Q. and R.

Rates on Currency and Gold Coin.

Scale P: To be used for ascertaining rates on Paid C. O. D.'s and Paid Collections in amounts of less than \$5,000; the charge on less than \$5,000 must never exceed the charge on \$5,000 made by Scale "R." (See also Articles G and J of the Money Classification.)

Scale Q: To be used for ascertaining rates on Gold Coin. In amounts of less than \$1,000 graduate under Scale S. If the rate per \$1,000 is not given in the Scale, use the next higher rate in making price, but do not charge more than for \$1,000 at the actual rate.

Scale R: To be used for ascertaining rates on Currency. In amounts of less than \$1,000 graduate under Scale S. If the rate per \$1,000 is not given in the Scale use the next higher rate in making price, but do not charge more than for \$1,000 at the actual rate.

In making Currency and Gold Coin Rates, the Merchandise rates via Rail lines must be used in preference to Merchandise rates via Boat lines which must not be considered unless there is no Rail line; when specific rates have been issued to points reached only by Boat or Stage lines, they must be used instead of the rates made by this Scale.

For Silver, see Article C of the Money Classification.

WHEN THE MERCHANDISE RATE PER 100 LBS. IS					Make the Rate per \$1,000.		
					Scale P.	Scale Q.	Scale R.
\$	75 and under				50	50	40
Over	75 and not over	\$1	50		75	65	40
"	1	50	"	"	2 00	75	50
"	2	00	"	"	2 50	85	60
"	2	50	"	"	3 00	1 00	75
"	3	00	"	"	3 50	1 25	90
"	3	50	"	"	4 00	1 25	1 00

MONEY RATES, ETC.—CONTINUED.

Scale S.

Graduated Charges for Amounts of Currency and Gold Coin Less than \$1,000.

If the exact rate per \$1,000 between any two points is not shown below, use the next higher rate shown in arriving at the charge, which in no case must exceed that for \$1,000 at the actual rate.

(For Special rates on Currency in sums of \$300 and less, see "Scale T.")

WHEN RATE PER \$1,000 IS	.40	.50	.75	1.00	1.25	1.50	1.75	2.00
Amounts \$ 15 and under.....	25	25	25	25	25	25	25	25
Over 15 to \$ 25.....	25	25	25	25	25	25	25	25
" 25 " 50.....	25	25	25	25	25	25	25	30
" 50 " 75.....	25	25	25	25	30	30	30	40
" 75 " 100.....	25	25	25	25	35	40	40	50
" 100 " 150.....	25	25	30	35	40	50	60	65
" 150 " 200.....	30	30	35	40	50	60	75	85
" 200 " 250.....	35	35	40	45	60	75	85	90
" 250 " 300.....	35	35	40	50	60	75	90	1 00
" 300 " 350.....	35	35	40	50	65	85	1 00	1 10
" 350 " 400.....	35	35	50	60	75	90	1 10	1 20
" 400 " 450.....	40	40	50	65	80	95	1 15	1 25
" 450 " 500.....	40	40	50	70	85	1 00	1 20	1 35
" 500 " 550.....	40	45	60	75	90	1 10	1 30	1 45
" 550 " 600.....	40	50	65	80	95	1 15	1 35	1 50
" 600 " 650.....	40	50	70	85	1 00	1 20	1 40	1 60
" 650 " 700.....	40	50	70	90	1 10	1 30	1 50	1 70
" 700 " 750.....	40	50	75	95	1 15	1 35	1 55	1 75
" 750 " 800.....	40	50	75	1 00	1 25	1 45	1 60	1 75
" 800 " 850.....	40	50	75	1 00	1 25	1 50	1 65	1 90
" 850 " 900.....	40	50	75	1 00	1 25	1 50	1 75	2 00
" 900 " 1,000.....	40	50	75	1 00	1 25	1 50	1 75	2 00

Not applicable on water lines. For money rates on water lines, see Special rates included in tariff between points on water routes.

MONEY RATES, ETC.—CONTINUED.

Scale T.

Special Rates for Currency.

(1) Between all points in Virginia, unless the regular graduate charge according to Scale S is less. Paid C. O. D.'s or Collections not included for which see sections G and J of the Money Classification.

For	\$ 50 or less.	\$0.25	Over	\$150 to \$175.	\$0.75
Over	50 to \$ 70. ....	.30	"	175 to 200. ....	.85
"	70 to 80. ....	.40	"	200 to 225. ....	.90
"	80 to 100. ....	.45	"	225 to 250.	1.00
"	100 to 125. ....	.50	"	250 to 300.	1.25
"	125 to 150. ....	.60			

These rates apply between all express offices on railway lines in Virginia, except as shown below for amounts of \$40.00 and less. When shipments pass over the lines of more than one express company, the charges must be divided equally, the delivering company being entitled to the odd cent, but not less than 10 cents to each company carrying.

(2) On remittances carried between two points, both of which are reached by the same express company, namely:

For \$20.00 or less.	15 cents.
Over \$20.00 to \$40.00.	20 cents.

(3) The Scale "T" rates do not apply over water lines, for which rates and minimum charges for carrying Money are specifically given in tariffs.

MONEY RATES, ETC.—CONTINUED.

Scale U.

Graduated Charges for Amounts of Silver Coin Less than \$1,000.

If the exact Merchandise rate between any two points is not shown below, use the next higher rate shown in arriving at the charge, which, excepting when the Merchandise rate is 40 cents, must in no case exceed that for \$1,000.

(Two or more packages of Silver Coin, one or more of which contains less than \$1,000 each, forwarded by one shipper, at the same time, to one consignee, will be charged for on the aggregate value.)

WHEN THE MERCHANDISE RATE PER 100 LBS. IS			.40	.50	.60	.75	.90	1.00	1.10	1.25	1.40	1.50	1.60
Amounts \$ 15 and under.....			25	25	25	25	25	25	25	25	25	25	25
Over 15 to \$ 25.....			25	25	25	30	30	30	30	30	30	30	30
" 25 " 50.....			25	25	25	30	30	30	35	35	35	35	40
" 50 " 75.....			35	35	40	45	50	50	50	50	55	55	60
" 75 " 100.....			40	40	45	45	50	50	55	55	60	60	65
" 100 " 150.....			40	40	45	50	55	55	60	60	65	65	70
" 150 " 200.....			40	40	45	50	55	55	75	75	80	80	85
" 200 " 250.....			40	40	45	50	55	55	75	75	80	80	85
" 250 " 300.....			45	45	50	55	65	65	90	90	1 00	1 00	1 05
" 300 " 350.....			50	50	55	60	70	70	95	95	1 05	1 05	1 15
" 350 " 400.....			50	50	60	65	75	75	1 05	1 05	1 15	1 15	1 25
" 400 " 450.....			50	50	60	70	80	80	1 10	1 10	1 20	1 20	1 30
" 450 " 500.....			50	50	60	75	85	85	1 10	1 20	1 30	1 30	1 40
" 500 " 550.....			50	50	60	75	90	90	1 10	1 25	1 35	1 35	1 50
" 550 " 600.....			50	50	60	75	90	1 00	1 10	1 25	1 40	1 50	1 60
" 600 " 650.....			50	50	60	75	90	1 00	1 10	1 25	1 40	1 50	1 60
" 650 " 700.....			50	50	60	75	90	1 00	1 10	1 25	1 40	1 50	1 60
" 700 " 750.....			50	50	60	75	90	1 00	1 10	1 25	1 40	1 50	1 60
" 750 " 800.....			50	50	60	75	90	1 00	1 10	1 25	1 40	1 50	1 60
" 800 " 850.....			50	50	60	75	90	1 00	1 10	1 25	1 40	1 50	1 60
" 850 " 900.....			50	50	60	75	90	1 00	1 10	1 25	1 40	1 50	1 60
" 900 " 1.000.....			50	50	60	75	90	1 00	1 10	1 25	1 40	1 50	1 60

WHEN THE MERCHANDISE RATE PER 100 LBS. IS			1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00
Amounts \$ 15 and under.....			25	25	25	25	25	25	25	25	25	25
Over 15 to \$ 25.....			30	35	35	35	35	35	35	35	35	35
" 25 " 50.....			40	45	45	45	45	45	45	45	50	50
" 50 " 75.....			60	65	70	70	75	75	85	85	85	85
" 75 " 100.....			65	70	80	80	85	85	95	95	1 00	1 00
" 100 " 150.....			70	80	85	85	90	90	1 05	1 05	1 15	1 15
" 150 " 200.....			85	95	1 05	1 05	1 10	1 15	1 30	1 30	1 40	1 40
" 200 " 250.....			85	95	1 05	1 10	1 15	1 25	1 50	1 50	1 65	1 65
" 250 " 300.....			1 05	1 15	1 30	1 30	1 40	1 50	1 75	1 75	1 90	1 90
" 300 " 350.....			1 15	1 30	1 40	1 40	1 50	1 60	1 85	1 85	2 00	2 00
" 350 " 400.....			1 25	1 40	1 50	1 50	1 60	1 75	1 90	1 90	2 15	2 15
" 400 " 450.....			1 30	1 40	1 55	1 55	1 70	1 85	2 10	2 10	2 25	2 25
" 450 " 500.....			1 40	1 50	1 65	1 65	1 80	1 95	2 25	2 25	2 50	2 50
" 500 " 550.....			1 50	1 50	1 65	1 75	1 90	2 00	2 35	2 35	2 50	2 50
" 550 " 600.....			1 60	1 60	1 75	1 85	2 00	2 10	2 55	2 65	2 75	2 75
" 600 " 650.....			1 60	1 60	1 75	1 85	2 00	2 20	2 55	2 65	2 75	2 75
" 650 " 700.....			1 70	1 70	1 85	1 95	2 10	2 30	2 70	2 80	2 95	3 05
" 700 " 750.....			1 70	1 75	1 90	2 00	2 20	2 40	2 70	2 80	2 95	3 05
" 750 " 800.....			1 75	1 80	2 00	2 10	2 30	2 50	2 85	2 95	3 10	3 20
" 800 " 850.....			1 75	1 90	2 10	2 15	2 40	2 60	2 90	3 00	3 20	3 40
" 850 " 900.....			1 75	2 00	2 25	2 25	2 50	2 75	3 15	3 25	3 40	3 60
" 900 " 1.000.....			1 75	2 00	2 25	2 50	2 75	3 00	3 25	3 50	3 75	4 00

Not applicable on water lines. For money rates on water lines, see Special rates included in tariff between points on water routes.

Points on Railway Lines in Virginia, and Distances.

List of Stations, in Geographical Order, and Mileages, on Lines of the
ADAMS EXPRESS COMPANY.

Names of junction points are shown in CAPITALS. Names of points at which there are express offices are without the prefix *.

CAPE CHARLES R. R.
(Operated by New York, Philadelphia & Norfolk R. R. Co.)

Miles.

- 0 CAPE CHARLES.
5 *Plantation.
7 Capeville.
9 Townsend.
12 *Kiptopeke.

CHESAPEAKE & OHIO RAILWAY.

Main Line.

Miles.

- 0 NEWPORT NEWS.
7 Hampton.
9 *Phoebus.
9 National Soldiers Home.
10 FORT MONROE, OR
OLD POINT COM-
FORT.

- 0 NORFOLK.
0 PORTSMOUTH.
10 NEWPORT NEWS.
16 Morrison.
18 *Mellen.
20 Oyster Point.
23 Oriana.
26 *Reservoir.
28 Lec Hall.
32 Grove.
37 Williamsburg.
41 Ewell.
43 Lightfoot.
45 Norge.
47 Toano.
51 Diascund.
53 Lanexa.
55 Walker (New Kent
county).
58 Windsor Shades.
61 Providence Forge.
64 *Mountcastle.
67 Roxbury.
69 *Turners.
72 Elko.
78 *Fort Lee.
85 RICHMOND.
89 *Strawberry Hill.
90 *Hunslett.
91 *Ellerson.
93 East Atlee.
94 Atlee.
95 *Ferrandini.
97 *Ashcake.
99 *Peake.
101 *Cady.
103 Hanover.
105 *Wickham.
107 *South Anna.
108 *Little River.
110 *Garnett.
112 DOSWELL.
115 Verdon.

CHESAPEAKE & OHIO RAILWAY—Con.

Main Line—Con.

Miles.

- 118 *Noel.
120 Hewlett.
122 *Holliday.
123 *Mantico.
124 Beaver Dam.
127 Tyler.
129 Bumpass.
131 Buckner.
135 Frederick's Hall.
139 Pendleton.
141 Mineral.
147 Louisa.
151 Trevilian.
154 Green Springs.
157 Melton.
160 GORDONSVILLE.
165 LINDSAY.
167 Cobham.
170 Campbell.
172 *Rugby.
174 Keswick.
176 Shadwell.
178 *Massie.
181 CHARLOTTESVILLE.
(University of Va.,
Branch of Charlottesville
Office).
185 *Woods.
189 Ivy.
192 Mechums River.
195 Crozet.
200 Greenwood.
204 Afton.
208 BASIC.
209 Waynesboro.
214 Fishersville.
218 *Brand.
221 STAUNTON.
226 *Snyder.
229 Swoope.
231 Christian.
234 *North Mountain.
237 *Mt. Elliott. (Office in
summer.)
238 Ferrol.
240 Augusta Springs.
243 Fordwick.
244 Craigsville.
248 *Mt. Marble.
249 Bell's Valley.
253 Goshen.
258 *Bratton's Bridge.
260 Millboro.
267 *Crane.
269 *Copeland (Bath county).
271 *Griffith.
274 Longdale.
278 CLIFTON FORGE.
282 Low Moor.
286 *Steele.
288 *Mallow.
291 COVINGTON.
296 Callaghan.
299 *Moss Run.

CHESAPEAKE & OHIO RAILWAY—Con.

Main Line—Con.

Miles.

- 301 Backbone.
304 *Jerry s Run.
307 *East Alleghany.
308 Alleghany.

Gordonsville to Orange.

Miles.

- 0 GORDONSVILLE.
4 Madison Run.
9 ORANGE.

Virginia Air Line Branch.

Miles.

- 0 LINDSAY.
2 *Whitlock.
3 *Thelma.
7 Zion.
10 Troy.
14 Wildwood.
17 Palmyra.
19 *Rockaway.
21 Carysbrook.
25 Fork Union.
30 STRATHMORE.

Warm Springs Valley Branch.

Miles.

- 0 COVINGTON.
5 *Harrington.
11 *Falling Springs.
14 *Natural Well.
15 *Jenkins Ford.
17 Kincaid.
18 *Callison.
21 *Groce.
25 Hot Springs.

Potts Creek Branch.

Miles.

- 0 COVINGTON.
8 *Hays Gap.
10 *Cast Steel.
16 *Arritt.
17 Jordan.
20 Bess.

James River Line.

(Richmond to Clifton Forge.)

Miles.

- 0 RICHMOND.
8 *Westham.
10 *Grantland.
13 Lorraine.
14 *Tuckahoe.
16 Vinita.
18 *Manakin.
20 *Boscobel.

*This prefix is at names of points where there are no express offices.

**POINTS ON RAILWAY LINES IN VIRGINIA, AND DISTANCES—ADAMS
EXPRESS COMPANY—CONTINUED.**

CHESAPEAKE & OHIO RAILWAY—Con.	CHESAPEAKE & OHIO RAILWAY—Con.	CHESAPEAKE WESTERN RAILWAY.
James River Line.—Con.	James River Line.—Con.	Miles.
Miles.		0 ELKTON.
21 Sabot.	200 Springwood.	3 *Inglewood.
23 *Custer.	204 *Catawba (Botetourt Co.)	5 *Mauzy.
25 Lee.	206 *Saltpetre.	7 McGaheysville.
28 State Farm.	207 *Bell.	9 *Montevideo.
29 *Thorncliff.	208 *Compton Bridge.	11 Penn Laird.
31 Maiden.	209 *Salisbury.	13 Keezletown.
34 *Cedar Point.	213 EAGLE MOUNTAIN.	14 *Earmana.
34 Irwin.	217 †Gala.	16 *Chestnut Ridge.
36 *Pleasanton.	220 †*Haden.	18 *Rutherford.
38 *Ben Lomond.	222 †*Baldwin.	20 HARRISONBURG.
41 Rock Castle.	224 †*Glen Wilton.	22 *Pleasant Hill.
43 West View.	227 †*Lick Run.	24 Dayton.
45 Stokes.	229 †*Iron Gate.	25 *Stemphletown.
46 *Selden.	232 †CLIFTON FORGE.	27 Bridgewater.
48 Pemberton.		30 *Spring Creek.
49 *Howard's Neck.	†In computing between these	33 Mossy Creek.
53 Elk Hill.	points and Richmond or points	34 *Walkers (Augusta Co.).
55 Island.	east thereof, use the shorter	36 Mount Solon.
58 Columbia.	mileage via C. & O. Railway	40 Stokesville.
59 *Goldsborough.	Main Line and Clifton Forge.	40 *North River Gap.
60 *Rivanna.		
63 Stearnes.	Buckingham Branch.	CUMBERLAND VALLEY RAILROAD.
67 BREMO.	Miles.	Miles.
69 STRATHMORE.	0 BREMO.	0 WINCHESTER.
71 Shores.	1 *New Canton.	3 *Lenore.
74 Hardware.	3 *Bridgeport.	7 Clearbrook.
76 Paynes (Fluvanna Co.)	4 Arvonja.	
80 Scottsville.	6 Penlan.	INTERSTATE R. R.
84 Hatton.	10 Johnson.	Miles.
86 WARREN.	13 *Alpha.	0 APPALACHIA.
92 Howardsville.	16 Dillwyn.	2 *Preacher.
94 *Highland.	17 *White.	4 Osaka.
97 Manteo.	21 *Rosney.	5 Roda.
100 Warminster.		3 *Mud Lick.
103 *Midway.	Alberene Branch.	4 Stonega.
105 Wingina.	Miles.	
110 Norwood.	0 WARREN.	LOUISVILLE & NASH- VILLE R. R.
112 Buffalo Spring (Nelson county).	2 *Boiling Springs.	Miles.
115 *Greenway.	4 *Dawson Mill.	0 NORTON.
119 *Caskie.	6 ESMONT.	2 Dorchester Junction.
120 Gladstone.		4 Blackwood.
121 Allens Creek.	Lexington Branch.	7 *Kellyview.
124 Riverville.	Miles.	10 APPALACHIA.
127 Walker Ford.	0 BALCONY FALLS.	14 Big Stone Gap.
132 Stapleton.	1 Glasgow (Office of Sou- thern Express Company only, via N. & W. Ry.)	19 Olinger.
134 Galt's Mill.	5 Buffalo (Rockbridge coun- ty), (Office of Southern Express Company only, via N. & W. Ry.)	25 Dryden.
137 *Joshua Falls.	10 *Loch Laird.	30 Pennington.
140 *Deacon.	11 BUENA VISTA.	33 Ben Hur.
141 *Six Mile Bridge.	15 *South River.	37 Occonita.
145 *Tyree.	19 EAST LEXINGTON.	42 Hubbard Springs.
148 LYNCHBURG.	21 Lexington.	46 Hagana.
151 Reusens.		51 Rose Hill.
156 Abert.	Craig Valley Branch.	56 Ewing.
159 Holcomb Rock.	Miles.	59 *Caylor.
160 Peach.	0 EAGLE MOUNTAIN.	63 Wheeler.
162 Coleman.	1 *Whittens.	
165 Waugh.	7 *Horton.	NEW YORK, PHILADEL- PHIA & NORFOLK RAILROAD.
166 Big Island.	8 *Parr.	Norfolk to Maryland State Line.
168 *Major.	12 *Surber.	Miles.
172 Snowden.	16 Oriskany.	0 NORFOLK.
176 BALCONY FALLS.	20 *Given.	0 PORTSMOUTH.
179 Greenlee.	22 Barbour's Creek.	12 OLD POINT COM- FORT.
180 Natural Bridge.	23 *Marshalltown.	36 CAPE CHARLES.
182 Gilmore Mills.	24 *Ripley Springs.	
186 *Alpine.	27 New Castle.	
187 Rocky Point.		
190 Indian Rock.		
192 *Dillon.		
197 BUCHANAN.		

*This prefix is at names of points where there are no express offices.

POINTS ON RAILWAY LINES IN VIRGINIA, AND DISTANCES—ADAMS
EXPRESS COMPANY—CONTINUED.

NEW YORK, PHILADEL- PHIA & NORFOLK R. R.—Con.	RICHMOND, FREDERICKS- BURG & POTOMAC R. R. AND WASHINGTON SOUTH- ERN RY.—Con.	THE VIRGINIAN RY.— Continued. 4 Norfolk to West Virginia State Line.—Con.
Norfolk to Maryland State Line—Continued. Miles.	Miles.	Miles.
39 *Bay View. 41 Cheriton. 42 Cobbs. 45 Eastville. 46 *Kendall Grove. 49 Machipongo. 52 Bird's Nest. 54 *Weirwood. 55 Nassawadox. 59 Exmore. 60 Belle Haven. 63 Painter. 66 Keller. 68 Melfa. 71 Onley. 73 Tasley. 75 Greenbush. 79 Parksley. 80 Mason (Accomac county) 82 Bloxom. 84 Mears. 86 Hallwood. 88 Makemie Park. 90 Oak Hall. 91 Lecato. 94 New Church.	46 Woodslane. 49 Guinea. 53 Summit (Spotsylvania Co.) 57 *Massaponax. 59 *Bernard. 61 FREDERICKSBURG. 63 *Cool Spring. 67 *Potomac Run. 70 Brooke. 73 *Aquia. 76 Wide Water. 78 *Reid. 81 Quantico. 82 *Barrows. 84 Cherry Hill. 89 *Negley. 90 *Marumaco. 91 Occoquan. 92 *Colchester. 94 Lorton. 96 *Pohick. 98 Accotink. 101 Franconia. 104 *Bush Hill. 106 *Seminary. 107 ALEXANDRIA. 110 *Potomac Yard.	87 Adsit. 92 Dolphin. 98 ALBERTA. 107 Dundas. 113 Kenbridge. 120 Victoria. 125 *Nutbush. 132 MEHERRIN. 137 Briery. 143 Abilene. 151 Cullen. 157 Phenix. 163 Aspen. 167 *Henry. 170 BROOKNEAL. 178 Melrose. 183 Seneca. 187 Long Island. 189 *Memford. 195 *Mansion. 199 ALTAVISTA. 205 Leesville. 212 Huddleston. 218 Stone Mountain. 221 Moneta. 222 *Westgate. 228 Goodview. 231 *Stewartsville. 234 *Hardy. 239 *Niagara. 243 ROANOKE. 251 Salem. 254 *Cornell. 262 *LaFayette. 266 Ironto. 270 *Fagg. 274 Ellett. 276 *Yellow Sulphur (Office in summer.) 278 MERRIMAC. 279 *Shelby. 284 *Price. 288 Whitethorne. 293 Coy. 296 Goodwin's Ferry. 298 Eggleston. 303 Pembroke. 307 *Ripplemead. 309 *NORCROSS. 314 *North Pearisburg. 317 *Narrows. 321 Rich Creek.
RICHMOND, FREDERICKS- BURG & POTOMAC R. R.	THE VIRGINIAN RY. Norfolk to West Virginia State Line.	
AND WASHINGTON SOUTH- ERN RY.	Miles.	
0 RICHMOND. 6 *Green. 8 *Laurel. 10 Glen Allen. 12 *Taylor. 13 *Elmont. 15 *Gwathmey. 17 Ashland. 19 *Ellett. 22 *Taylorsville. 24 DOSWELL. 29 Rutherglen. 35 *Penola. 40 Milford. 43 *Rixey.	0 NORFOLK. 14 Sunray. 15 *Algren. 21 *Magnolia. 24 SUFFOLK. 28 Kenyon. 34 Boas. 37 Colosse. 39 Frazier. 41 Burdette. 47 Sedley. 54 Sebrell. 62 Joyner. 67 Gray. 74 JARRATT. 81 Purdy.	

*This prefix is at names of points where there are no express offices.

**POINTS ON RAILWAY LINES IN VIRGINIA, AND DISTANCES—
CONTINUED.**

List of Stations, in Geographical Order, and Mileages, on Lines of
SOUTHERN EXPRESS COMPANY.

Names of junction points are shown in CAPITALS. Names of points at which there are express offices are without the prefix*.

ATLANTIC COAST LINE R. R.	DANVILLE & WESTERN RAILWAY.	NORFOLK SOUTHERN RAILROAD—Con.
Richmond to North Carolina State Line.	(Controlled by Southern Ry. Co. through ownership of stock.)	Norfolk to Virginia Beach.
Miles. 0 RICHMOND. South Richmond (Branch of Richmond Office.) 6 *Falling Creek. 8 Drewry's Bluff. 11 Centralia. 13 CHESTER. 17 *Walthall. 23 PETERSBURG. 32 Reams. 37 Carson. 43 Stony Creek. 53 JARRATT. 55 *55-Mile Siding. 63 EMPORIA. 69 *Turners.	Danville to Stuart. Miles. 0 DANVILLE. 5 *Stokesland. 8 *Dan River. 13 *Buford. 16 *Oak Hill. 20 *Leaksville Junction. 21 Cascade. 25 Aiken Summit. 29 *Boxwood. 30 Axton. 32 Burnt Chimneys. 37 *Chatmoss. 43 MARTINSVILLE. 47 *KOEHLER. 53 *Preston. 56 Spencer. 62 Stella. 65 Critz. 70 Patrick Springs. 75 Stuart.	Miles. 0 NORFOLK. 9 *Rosemont. 10 *Tyler. 11 *Lynnhaven. 12 *London Bridge. 13 *Maple Run. 14 *Oceana. 15 *Seatack. 16 Virginia Beach.
Norfolk to North Carolina State Line.	NORFOLK SOUTHERN RAILROAD.	Suffolk to North Carolina State Line.
Miles. 0 NORFOLK. 0 PORTSMOUTH. 1 *Pinners Point. 3 Port Norfolk. 4 *Armstead. 6 Bruce. 9 *Boone. 11 *Dean. 13 Drivers. 16 *Nansemond. 21 SUFFOLK. 27 *Nurney. 32 Whaley.	Norfolk to North Carolina State Line.	Miles. 0 SUFFOLK. 7 *Saunders. 9 *Cypress. 12 *Wilson (Nansemond Co.)
CAROLINA, CLINCHFIELD & OHIO RY.	Miles. 0 NORFOLK. 8 *Kempsville. 10 *Herberta. 12 *Carolina Junction. 14 *Providence Junction. 17 *Butts Road. 21 Fentress. 25 Hickory Ground. 27 St. Brides. 30 Northwest.	NORFOLK & WESTERN RAILWAY.
Dante to North Carolina State Line.	Norfolk to Munden Point.	Norfolk to Bristol.
Miles. 0 Dante. 4 *Hamlin. 6 Band Mill. 8 ST. PAUL. 15 *Shannon. 16 *Bangor. 20 *Stony. 22 Dungannon. 27 *Wood. 30 Fort Blackmore. 37 Hill. 43 *Clinch. 45 SPEERS FERRY. 47 *Kermit. 52 *Cameron.	Miles. 0 NORFOLK. 12 *Land 15 Princess Anne C. H. 18 *Pungo. 20 *Pleasant Ridge. 23 *Back Bay. 26 *Creeds. 28 Munden.	Miles. 0 PORTSMOUTH. 0 NORFOLK. 2 South Norfolk. 7 *Gilmerton. 10 *Yadkin. 17 *Juniper. 23 SUFFOLK. 26 *Kilby. 30 *Myrtle. 34 Windsor. 41 Zuni. 45 Ivor. 52 Wakefield. 59 WAVERLY. 69 Disputanta. 82 PETERSBURG. 87 *Addison. 92 *Sutherland. 96 Church Road. 99 *Poole. 102 Ford. 105 *Hebron. 109 Wilson (Dinwiddie Co.) 113 Wellville. 118 Blackstone. 124 Nottoway. 129 Crewe. 133 BURKEVILLE. 138 *Moran.

*This prefix is at names of points where there are no express offices.

POINTS ON RAILWAY LINES IN VIRGINIA, AND DISTANCES—SOUTHERN EXPRESS COMPANY—CONTINUED.

**NORFOLK & WESTERN
RAILWAY—Con.****Norfolk to Bristol.—Con.****Miles.**

142	Rice.
145	*High Bridge.
151	FARMVILLE.
156	*Tuggle.
161	Prospect.
165	*Elam.
169	Pamplin.
176	Evergreen.
181	Appomattox.
187	Spout Spring.
191	Concord.
204	LYNCHBURG.
208	*Halsey.
212	*Clay.
215	Forest.
220	Goode.
223	Lowry.
229	Bedford.
234	Thaxton.
236	*Irving.
241	Montvale.
243	*Dewey.
245	*Ironville.
246	Blue Ridge.
249	*Webster.
251	Bonsack.
255	Vinton.
258	ROANOKE.
264	Salem.
269	*Glenvar.
273	*Singer.
277	Elliston.
281	Shawsville.
286	*Montgomery.
288	Houchins.
290	CHRISTIANSBURG.
296	Vicker.
298	*WALTON.
301	East Radford.
302	Radford.
303	New River.
306	*Melborn.
309	Dublin.
313	*Wurno.
316	PULASKI.
324	*Summit.
329	Max Meadows.
333	*Kent.
337	Wytheville.
340	*Government Siding.
342	*Grubb.
344	Crockett.
350	Rural Retreat.
354	Groseclose.
358	Atkins (Smyth Co.)
361	*Mt. Carmel.
364	Marion.
369	*McMullin.
371	Seven Mile Ford.
375	Chilhowie.
378	*Snapp.
380	GLADE SPRING.
384	Emory.
386	Meadow View.
394	Abingdon.
399	Wyndale.
403	Wallace.
406	*Barytes.
408	BRISTOL.

**NORFOLK & WESTERN
RAILWAY—Con.****Lynchburg to North Carolina
State Line.****Miles.**

0	LYNCHBURG.
4	*Durmid.
7	*Bocock.
8	*Lone Jack.
11	*Alexanders.
13	Rustburg.
18	*Winfall.
22	Gladys.
28	Naruna.
34	BROOKNEAL.
39	Clarkton.
44	Nathalie.
48	Lennig.
50	*Crystal Hill.
58	Houston.
63	SOUTH BOSTON.
69	Cluster Springs.
73	*DENNISTON.

**Roanoke to North Carolina
State Line.****Miles.**

0	ROANOKE.
7	Starkey.
11	*Wrights.
15	Boone's Mill.
19	*Taylors.
21	Wirts.
22	*Blaine.
27	ROCKY MOUNT.
30	*Saunders.
33	*Waldsboro.
37	Ferrum.
40	*Prilliman.
44	Henry.
48	Philpott.
52	Bassett.
54	*Edgewood.
58	*KOEHLER.
62	MARTINSVILLE.
66	*Fontaine.
72	Ridgeway.

**Roanoke to West Virginia
State Line—Shenandoah
Valley Line.****Miles.**

0	ROANOKE.
6	Hollins.
7	Cloverdale.
11	Troutville.
15	Nace.
20	Lithia.
25	BUCHANAN.
30	*Arcadia.
41	Natural Bridge.
44	Glasgow.
48	Buffalo (Rockbridge Co.)
54	BUENA VISTA.
60	*Riverside.
64	*Midvale.
72	Vesuvius.
77	*Lofton.
80	Greenville.

**NORFOLK & WESTERN
RAILWAY.—Con.****Roanoke to West Virginia
State Line—Shenandoah
Valley Line.—Con.****Miles.**

86	Stuart's Draft.
91	Lyndhurst.
96	BASIC.
99	*Dooms.
102	Crimora.
107	*Harriston.
110	Grottoes.
112	Port Republic.
115	*Lewis.
121	Island Ford.
123	*Yanceys.
127	ELKTON.
133	Shenandoah.
136	Grove Hill.
138	*Ingham.
144	Stanley (Page county.)
147	*Long.
151	Luray.
154	Elgin.
157	*Vaughan.
160	Rileyville.
162	*Compton.
164	Overall.
167	Bentonville.
169	Limeton.
172	*Vannatta.
173	*Manor.
177	Front Royal.
180	RIVERTON.
183	*Cedarville.
185	*Success.
186	Ashby (Warren county).
190	White Post.
193	Boyce.
196	*Briggs.
200	Berryville.
204	Gaylord.

Blacksburg Branch.**Miles.**

0	CHRISTIANSBURG.
5	Merrimac. (Office of Adams Ex- press Company on the Virginia Ry.)
8	Blacksburg.

**Walton to West Virginia
State Line.****Miles.**

0	*WALTON.
3	Pepper.
5	*Cowan.
7	Belspring.
9	Parrott.
10	*Dry Branch.
12	*Berton.
15	Eggleston.
19	Pembroke.
21	*Walkers Creek.
22	Ripplemead.
23	*POTTS VALLEY JUNCTION.
26	*Curve.
29	Pearisburg.
33	Narrows.

*This prefix is at names of points where there are no express offices.

POINTS ON RAILWAY LINES IN VIRGINIA, AND DISTANCES—SOUTHERN EXPRESS COMPANY—CONTINUED.

NORFOLK & WESTERN RAILWAY—Con.	NORFOLK & WESTERN RAILWAY—Con.	SEABOARD AIR LINE RY.
Walton to West Virginia State Line—Con.	Honaker Branch.	Richmond to North Carolina State Line.
Miles. 37 Lurich. 39 Glen Lyn. (West Virginia State Line). 64 GRAHAM. 67 Falls Mills. 68 *Flat Top. (West Virginia State Line). 73 Pocahontas. 76 Boissevain.	Miles. 0 HONAKER. 3 *Hubbard. 4 *Stumptown. 5 Blackford. Coeburn to Toms Creek. Miles. 0 COEBURN. 3 Toms Creek.	Miles. 0 RICHMOND. South Richmond (Branch of Richmond Office.) 8 Bellwood. 11 Buckhead. 13 CHESTER. 18 Lynch. 23 PETERSBURG. 31 Burgess. 37 Dinwiddie. 40 Butterworth. 42 DeWitt. 47 McKenney. 52 Rawlings. 54 Kress. 57 Warfield. 61 ALBERTA. 64 Cochran. 68 Grandy. 74 Skelton. 79 LA CROSSE. 83 Hagood. 86 Bracey.
Potts Valley Junction to West Virginia State Line.	Pulaski to Galax.	Portsmouth to North Carolina State Line.
Miles. 0 *POTTS VALLEY JUNCTION. 1 *NORCROSS. 3 *Kimballton. 4 *Kerns. 5 *Olean. 7 *Watertank. 11 Interior. 15 *Kire.	Miles. 0 PULASKI. 3 *McAdams. 7 Draper. 10 *Delton. 11 *Hiawassa. 13 Allisonia. 14 *REED. 16 *Ardway. 19 Barren Springs. 20 *Carter. 21 *Bertha. 25 Foster Falls. 26 *Jackson's Ferry. 30 Austinville. 33 IVANHOE. 39 *Grayson. 41 *FRIES JUNCTION. 43 *Gambetta. 46 *Chestnut Yard. 50 *Blair (Carroll Co.) 52 Galax.	Miles. 0 NORFOLK. 0 PORTSMOUTH. 7 Bowers Hill. 10 Algren. 15 Magnolia. 17 SUFFOLK. 20 Kilby. 26 Purvis. 31 Carrsville. 37 FRANKLIN. 42 Delaware. 43 Handsoms. 49 Newsoms. 54 Boykins. 57 Branchville. 60 Hugo.
Graham to Norton.	Reed Island Branch.	SOUTHERN RAILWAY.
Miles. 0 GRAHAM. 1 *Hockman. 3 *St. Clair. 7 *Bailey. 10 Tip Top. 15 Witten's Mills. 16 Five Oaks. 19 Tazewell. 22 *Pisgah. 25 *Maxwell. 28 *Gillespie. 31 Pounding Mill. 35 Cedar Bluff. 38 RICHLANDS. 40 *Doran. 41 Raven. 44 *Daw. 49 Swords Creek. 51 Gardner. 53 *Shoffner. 54 HONAKER. 59 Finney. 63 *Artrip. 65 Cleveland. 68 *Kiser. 70 Carterton. 74 Castlewood. 76 *Fink. 77 ST PAUL. 81 Virginia City. 83 *Dwina. 86 *Pine. 88 *Bannervane. 89 COEBURN. 94 Tacoma. 100 NORTON.	Miles. 0 *REED. 2 Kayoulah. 5 *Patterson Junction. 10 Betty Baker.	Main Line—Alexandria to North Carolina State Line.
Richlands to Seaboard.	Speedwell Branch.	
Miles. 0 RICHLANDS. 4 *Seaboard.	Miles. 0 IVANHOE. 10 Cripple Creek. 17 Speedwell.	Miles. 0 ALEXANDRIA. 2 *Seminary. 4 *Lincolnia. 6 Edsall. 8 *Springfield. 11 *Ravensworth. 13 Burke. 15 *Sideburn. 16 Fairfax. 20 Clifton. 24 *Bloom. 26 MANASSAS. 30 Bristow. 33 Nokesville. 37 Catlett. 40 CALVERTON.
	Fries Branch.	
	Miles. 0 *FRIES JUNCTION. 5 Fries.	
	Saltville Branch.	
	Miles. 0 GLADE SPRING. 7 Plasterco. 9 Saltville.	

*This prefix is at names of points where there are no express offices.

POINTS ON RAILWAY LINES IN VIRGINIA, AND DISTANCES—SOUTHERN EXPRESS COMPANY—CONTINUED.

SOUTHERN RAILWAY— Con.	SOUTHERN RAILWAY— Continued.	SOUTHERN RAILWAY— Continued.
Main Line—Alexandria to North Carolina State Line—Con.	Manassas to Harrisonburg.	Danville to West Point.
Miles.	Miles.	Miles.
43 Midland. 46 Bealeton. 50 Remington. 53 Elkwood. 55 Brandy. 58 *Inlet. 61 Culpeper. 65 Winston. 67 Mitchell. 70 Buena. 72 Rapidan. 78 ORANGE. 82 *Montpelier. 85 Somerset. 89 Barboursville. 92 Burnleys. 95 Gilbert. 97 Watts. 99 Proffit. 103 Rio. 106 CHARLOTTESVILLE. University of Va. (Branch of Charlottesville Office.) 111 *Hickory Hill. 113 *Arrowhead. 114 Red Hill. 117 North Garden. 122 Covesville. 127 Faber. 129 Rockfish. 133 Elma. 136 Shipman. 138 *Oak Ridge. 140 Arrington. 144 Tye River. 147 New Glasgow. 152 Amherst. 155 Sweetbriar. 156 *Coolwell. 158 *McIvor. 159 Monroe. 161 Winesap. 162 *Leftwich. 166 LYNCHBURG. 169 *Durmid. 172 *Montview. 177 Lawyers. 183 Evington. 187 *Otter River. 189 Clarion. 192 ALTAVISTA. 193 Hurt. 197 Motley. 200 Sycamore. 204 FRANKLIN JUNC- TION. 207 *Galveston. 210 Whittles. 214 Chatham. 219 Dry Fork. 224 Fall Creek. 227 *Lima. 232 DANVILLE. 237 *Stokesland.	0 MANASSAS. 2 *Rixlew. 6 Wellington. 9 Gainesville. 10 Haymarket. 13 Thoroughfare. 15 Beverley (Fauquier Co.) 16 Broad Run. 20 Plains. 22 Belvoir. 24 Marshall. 30 Rectortown. 34 Delaplane. 38 Markham. 43 *Linden. 48 Happy Creek. 50 FRONT ROYAL JUNC- TION. 51 Front Royal. 51 *RIVERTON JUNC- TION. 51 Riverton. 55 *Buckton. 57 Water Lick. 62 Strasburg. 63 STRASBURG JUNC- TION. 64 Fishers Hill. 68 Toms Brook. 69 Maurertown. 73 Woodstock. 79 Edinburg. 81 Bowman. 84 Hawkinstown. 86 Mt. Jackson. 90 Quicksburg. 93 New Market. 97 Timberville. 100 Broadway. 103 Daphna. 106 Linville. 112 HARRISONBURG. Calverton to Warrenton. Miles. 0 CALVERTON. 3 Casanova. 6 Meetac. 8 *Alwington. 9 Warrenton. Franklin Junction to Rocky Mount. Miles. 0 FRANKLIN JUNC- TION. 3 Farmer. 7 Pittsville. 9 Toshes. 12 Sandy Level. 16 Angle. 18 Pen Hook. 20 Novelty. 23 Union Hall. 27 Glade Hill. 32 *Redwood. 37 ROCKY MOUNT.	0 DANVILLE. 5 Ringgold. 11 Sutherlin. 14 *Barksdale. 19 Pace. 23 News Ferry. 32 SOUTH BOSTON. 36 Wolf Trap. 40 Scottsburg. 43 Ooward. 46 Clover. 51 Randolph. 54 Saxe. 57 *Mossingford. 59 Drakes Branch. 67 KEYSVILLE. 76 MEHERRIN. 80 Green Bay. 87 BURKEVILLE. 91 *Jennings. 97 Jetersville. 100 Maplewood (Amelia Co.) 104 *Otterburn. 105 Amelia. 107 *Winterham. 110 Chula. 114 Mattoax. 115 *Payne (Powhatan Co.) 117 Clayville. 118 *Dorset. 119 MOSELEY. 121 Turpin. 123 *Hallsboro. 124 *Dry Bridge. 127 Midlothian. 130 *Robious. 131 *Lee Park. 133 Bon Air. 136 *Granite. South Richmond (Branch of Richmond Office.) 140 RICHMOND. 148 *Fair Oaks. 152 *Meadow. 154 *Dispatch. 156 Quinton. 161 Tunstall. 165 *White House. 167 Lester Manor. 170 *Cohoke. 172 Sweet Hall. 175 *Romanceoke. 179 West Point. Keysville to North Carolina State Line. Miles. 0 KEYSVILLE. 4 Ontario. 9 Fort Mitchell. 12 Finneywood. 17 Chase City. 21 Wasset. 25 Skipwith. 29 JEFFRESS. 31 Clarksville. 36 Soudan.

*This prefix is at names of points where there are no express offices.

POINTS ON RAILWAY LINES IN VIRGINIA, AND DISTANCES—SOUTHERN EXPRESS COMPANY—CONTINUED.

SOUTHERN RAILWAY— Continued.	SOUTHERN RAILWAY —Continued.	VIRGINIA & SOUTHWEST- ERN RAILWAY—Con.
Norfolk to Danville.	James River Junction to Claremont.—Con.	Bristol to St. Charles.—Con.
Miles. 0 NORFOLK. 0 PORTSMOUTH. 9 Boone. 12 Shoulders Hill. 15 Beamon. 19 Soroco. 21 SUFFOLK. 28 *Lummis. 32 Holland. 35 *Elwood. 38 *Lee's Mill. 41 FRANKLIN. 43 Isaac. 46 Story. 49 Courtland. 55 Pope. 57 Capron. 63 Drewryville. 64 Arringdale. 68 *Adams Grove. 72 Green Plain. 73 *JAMES RIVER JUNC- TION. 77 EMPORIA. 80 Durand. 84 Pleasant Shade. 87 Freeman. 88 *Racume. 92 Edgerton. 97 Lawrenceville. 102 Charlie Hope. 110 Brodnax. 114 LA CROSSE. 117 South Hill. 123 Union Level. 127 Baskerville. 130 *Antlers. 134 Boydton. 141 Finchley. 143 JEFFRESS. 146 *Clarksville Junction. 146 South Clarksville. 151 BUFFALO JUNCTION. 153 *Averett. 156 Nelson. (N. C. State Line.) 161 Virgilina. (N. C. State Line.) 165 Christie. 168 Mayo. 173 *DENNISTON. 177 Alton. (N. C. State Line.) 208 DANVILLE.	Miles. 13 *Gray. 15 *Hilda. 18 Yale. 23 *Lumberton. 28 Homeville. 36 WAVERLY. 44 *Savage. 48 Spring Grove. 52 CLAREMONT. TIDEWATER & WESTERN RAILROAD. Farmville to Bermuda. Miles. 0 FARMVILLE. 5 *Raines. 10 *Fork. 13 *Eulalie. 14 *McRaes. 18 Cumberland. 25 *Sunny Side. 29 Tohacoville. 30 *Ballsville. 34 Belona. 38 *Macon. 42 Powhatan. 44 *Negro Arm. 47 *Flat Rock. 52 MOSELEY. 58 *Skinquarter. 63 *COALBORO. 64 *Summit (Chesterfield Co). 68 *Perdue. 70 Beach. 71 *Fendley. 74 *Nash. 79 CHESTER. 86 *Ochre. 89 *Bermuda.	Miles. 45 *Glenita. 49 Sunbright. 51 Duffield. 55 *Jasper. 57 *Harveys. 60 Oretton. 62 *Irontdale. 64 Elverton. 66 Big Stone Gap. 69 APPALACHIA. 71 Imboden. 74 *Crest. 76 Keokee Junction. 82 *Delvale. 86 *Purcell. 89 *Pocket. 90 *Manass. 92 St. Charles.
Buffalo Junction to Buffalo Lithia Springs.	Miles. 0 COALBORO. 3 Winterpock.	Inman Branch. Miles. 0 APPALACHIA. 1 *Inman.
James River Junction to Claremont.	VIRGINIA & SOUTHWEST- ERN RAILWAY.	WASHINGTON AND OLD DOMINION RAILWAY.
Miles. 0 EMPORIA. 3 *JAMES RIVER JUNC- TION. 6 *Grizzard. 10 *Masons (Sussex Co.)	Bristol to St. Charles.	(Owned by Southern Rail- way Company).
	Miles. 0 BRISTOL. 5 *Mountain. 8 *Benham. 10 *Leonards. 13 *Phillips. 15 Mendota. 21 *Mace Spring. 25 Hiltons. 28 *Nottingham. 30 Moccasin Gap. 32 Gate City. 35 *Melvin. 37 *Albert. 41 SPEERS FERRY. 43 Clinchport.	Alexandria to Bluemont.
		Miles. 0 ALEXANDRIA. 2 *Alexandria Junction. 4 *Cowdon. 6 *Barcroft. 7 *Glencarlyn. 7 *Torrison. 8 *Fostoria. 9 Falls Church. 10 West Falls Church. 13 Dunn Loring. 14 *Weddeburn. 15 Vienna. 18 *Hunter. 21 Wiehle. 22 *Coral. 23 Herndon. 24 *Herndon Heights. 27 Sterling. 28 *Smith (Loudoun Co.) 31 Ashburn. 34 *Belmont Park. 36 *Lawson. 37 Leesburg. 41 *Clarks Gap. 42 Paeonian Springs. 44 Hamilton. 45 Ivandale. 47 Purcellville. 50 Round Hill. 54 Bluemont.

*This prefix is at names of points where there are no express offices.

POINTS ON RAILWAY LINES IN VIRGINIA AND DISTANCES—
CONTINUED.

UNITED STATES EXPRESS COMPANY.

VALLEY R. R. OF VIRGINIA and BALTIMORE & OHIO R. R.	VALLEY R. R. OF VIRGINIA and BALTIMORE & OHIO R. R.—Con.	VALLEY R. R. OF VIRGINIA and BALTIMORE & OHIO R. R.—Con.
Lexington to W. Va. State Line.	Lexington to W. Va. State Line—Con.	Lexington to W. Va. State Line—Con.
Miles.	Miles.	Miles.
0 Lexington. 2 EAST LEXINGTON. 8 Timber Ridge. 10 Decatur. 13 Fairfield. 16 *Davis. 18 Raphine. 20 Spottswood. 24 Greenville. 29 *Mint Spring. 31 *Brookewood.	36 STAUNTON. 39 *Millbrook. 42 *Verona. 45 Fort Defiance. 47 Mt. Sidney. 50 Cave Station. 54 Mt. Crawford. 57 Pleasant Valley. 62 HARRISONBURG. 111 STRASBURG JUNCTION.	112 Capon Road. 116 Cedar Creek. 118 Middletown. 120 Vaucluse. 123 Stephens City. 125 *Bartonville. 127 Kernstown. 130 WINCHESTER. 135 Stephenson. 140 Wadesville. 142 *Swimley.

*This prefix is at names of points where there are no express offices.

RATES FOR TELEGRAPH COMPANIES IN VIRGINIA.**COMMONWEALTH OF VIRGINIA, AT THE RELATION OF THE
STATE CORPORATION COMMISSION**

v.

**WESTERN UNION TELEGRAPH COMPANY and ATLANTIC POSTAL
TELEGRAPH CABLE COMPANY.**

CITY OF RICHMOND, December 18, 1906.

In this proceeding the two defendant companies, Western Union Telegraph Company and Atlantic Postal Telegraph Cable Company, appeared before the Commission on the first day of August, 1906, and filed, respectively, separate written answers. The said answers having been carefully considered by the Commission, the Commission is of opinion that in fixing and prescribing a rate for transmitting intrastate telegraphic messages, the Commission is in the exercise of proper State authority and that such exercise of authority is not in conflict with any of the provisions of statutes of the Federal Congress or of the Constitution of the United States relative to post roads or inter-state commerce, referred to in the said answers. The Commission is of the opinion that the rates now fixed and prescribed are just, reasonable and valid, and it is, therefore, ordered as follows:

In receiving, transmitting and delivering telegraphic messages in Virginia, the Western Union Telegraph Company and Atlantic Postal Telegraph Cable Company shall observe and conform to the following rates and requirements, now fixed, prescribed and ordered by the Commission, viz.:

Except as may be otherwise specifically provided at any time by the State Corporation Commission, neither of the said two telegraph companies shall collect, for the service over its line between any two points within this State, more than 25 cents for transmitting a message of ten words or less, exclusive of date, address and signature, nor more than two cents for each additional word in a day message, nor more than one cent for each additional word in a night message. Whenever a message is transmitted over the lines of both of said companies in order to reach destination, neither of said companies shall charge or collect more than forty (40) cents for the service of itself and the connecting telegraph company in transmitting a message of 10 words or less, exclusive of date, address and signature, between any two points within this State, nor more than three cents for each additional word.

Messages shall be received for transmission, and delivered at destination, as now provided by statute, until other provision is made therefor.

Both of the said companies shall forthwith, by proper directions to their officers and agents in accordance with the course of business of each company, properly provide at once for putting into effect the foregoing rates and requirements, the same to take effect on the first day of January, 1907, after which date any rate or provisions in conflict with the said rates and order now fixed and prescribed by the Commission shall be unlawful and void.

This order shall not be construed to infringe upon any right of the said companies under the Constitution and laws of the State of Virginia, or the Constitution and laws of the United States.

INDEX.

A

Albemarle Telephone Company, rates and services in Albemarle county	34
Amendments to charters, list of 1912.....	95-101
Amendments to charters, number issued in 1911-12.....	113
Amendments issued to foreign corporations licensed to do business in Virginia.....	112
Amendments to licenses of foreign corporations, recapitulation of	114
Appomattox County, Board of Supervisors of, v. Chesapeake and Ohio Railway Company, constructing bridge at Bent Creek, Va.....	34
Atlantic Coast Line Railroad Company v. W. G. Cosby, baggage transfer.....	26-30

B

Banking Corporations chartered during year.....	103
Bank of Kinsale, Incorporated, appointment of a receiver.....	46
Banks, Miscellaneous Statistics.....	75
Banks, State, list of.....	64-69
Banks, State—Resources and Liabilities.....	70-74
Baltimore Yellow Trading Stamp Company, transacting business in this State without a license.....	30
Beneficial and Social Corporations without Capital Stock chartered during year.....	106
Benevolent, Charitable and Literary Corporations without Capital Stock, chartered during year.....	106
Berryville Turnpike Company, State proxies.....	57
Building and Loan Corporations chartered during year.....	104
Canal Properties, taxable values of.....	115

C

Car Service, Storage and Demurrage Rules.....	221-232
Carolina, Clinchfield and Ohio Railway, station facilities at Speers Ferry, Va.....	42
Charitable Corporations without Capital Stock chartered during year..	106
Charlottesville, City of, station facilities.....	22
Charter Amendments, issued in 1912.....	95-101
Charters, classified list of.....	103
Charters, Domestic, tax on.....	114
Charters, list of, issued in 1912.....	76-94
Charters, number issued in 1911-12.....	113
Charters, recapitulation of, by counties and localities.....	108
Charters revoked and annulled.....	48
Chesapeake and Ohio Railway Company, The, constructing bridge at Bent Creek, Va.....	34

Chesapeake and Ohio Railway Company, The, <i>v.</i> W. G. Cosby, baggage transfer.....	26-30
Chesapeake and Ohio Railway Company, The, station facilities at Charlottesville, Va.....	22
Chief Bank Examiner, report of.....	59
Chowan Water and Power Corporation, failure to make report for the year 1912.....	40
Classification—Express applicable in Virginia.....	561-608
Classification No. 1, Virginia.....	279-361
Classified list of charters.....	103
Clayville Manufacturing Company <i>v.</i> Southern Railway Company, discontinuance of Clayville station.....	19
Clerk's office, receipts of.....	114
Commissioner of Insurance, permission to proceed against Modern Workmen of the World.....	46
Commonwealth of Virginia, at the relation of:	
Bellwood, Jas., et als., <i>v.</i> Seaboard Air Line Railway and Virginia Railway and Power Company, stringing wires on right of way of S. A. L. Ry.....	45
Board of Supervisors of Appomattox County; <i>v.</i> Chesapeake and Ohio Railway Company, The, constructing bridge at Bent Creek, Va.....	34
Charlottesville, City of, <i>v.</i> Southern Railway Company, station facilities at Charlottesville, Va.....	22
Clayville Manufacturing Company <i>v.</i> Southern Railway Company, discontinuance of Clayville station.....	19
Cosby, W. G., <i>v.</i> The Richmond Transfer Company, Richmond, Fredericksburg & Potomac Railroad Company, et als., baggage transfer.....	26-30
Dowden, J. B., <i>v.</i> Richmond and Rappahannock River Railway Company and Virginia Railway and Power Company, issuing transfers.....	41
Edmunds, Paul C., Jr., et als. <i>v.</i> Southern Railway Company, Station, Elon Road, Va.....	19
Houck, J. P. Tanning Company, The, <i>v.</i> Norfolk and Western Railway Company, rates on bark.....	18
Interstate Railroad Company <i>v.</i> Norfolk and Western Railway Company and Louisville and Nashville Railroad Company, petition to condemn land at Norton, Va.....	21, 22
Langhorne, D. A., <i>v.</i> Scottsville Telephone Company and Albemarle Telephone Company, telephone service and rates in Albemarle county.....	34
Richmond, City of, Stephen A. Ellison & Co., Inc., et als. <i>v.</i> William R. Trigg Company, opening and repairing dock.....	20
Southern Railway Company, Yanceyville road crossing.....	17
State Corporation Commission <i>v.</i> Baltimore Yellow Trading Stamp Company, transacting business in this State without license.....	30
State Corporation Commission <i>v.</i> Carolina, Clinchfield and Ohio Railway and Virginia and Southwestern Railway Company, station facilities at Speers Ferry, Va.....	42

State Corporation Commission <i>v.</i> Chowan Water and Power Corporation, failure to make report for the year 1912.....	40
State Corporation Commission <i>v.</i> Cornett Light and Power Company, failure to make report for the year 1912.....	36
State Corporation Commission <i>v.</i> Dismal Swamp Railroad Company, failure to make report for the year 1912.....	35
State Corporation Commission <i>v.</i> Frederick and Clarke Telephone Company, failure to make report for the year 1912.....	37
State Corporation Commission <i>v.</i> Holston River and Eastern Railway Company, failure to make report for the year 1912...	45
State Corporation Commission <i>v.</i> New York Mining and Manufacturing Company, failure to make report for the year 1912..	38
State Corporation Commission <i>v.</i> Newport News and York River Transportation Company, failure to make report for the year 1912.....	39
State Corporation Commission <i>v.</i> Norfolk Brick & Tile Company, transacting business in this State without license.....	18
State Corporation Commission <i>v.</i> Norfolk, Suffolk and Smithfield Railroad Company, The, failure to make report for the year 1912.....	44
State Corporation Commission <i>v.</i> Richmond, Urbanna and Peninsula Railway Company, failure to make report for the year 1911.....	24, 26
State Corporation Commission <i>v.</i> Saint Paul Normal and Industrial School, failure to make report for the year 1912.....	38
State Corporation Commission <i>v.</i> Stuart Water Company, Incorporated, failure to make report for the year 1912.....	37
State Corporation Commission <i>v.</i> Valdez-Yukon Railroad Company, failure to make report for the year 1912.....	44
State Corporation Commission <i>v.</i> Virginia Western Railway Company, The, failure to make report for the year 1911.....	24
State Corporation Commission <i>v.</i> Washington and Barcroft Traction and Power Company, failure to make report for the year 1911.....	25
Washington Virginia Railway Company <i>v.</i> Washington and Old Dominion Railway Company, crossing at Lacey Station, Va...	30-34
Cornett Light and Power Company, failure to make report for the year 1912.....	36
Corporations Dissolved and Franchises surrendered during 1912	54
Corporations, Domestic, charters annulled for failure to pay registration fee.....	48
Corporations, Foreign, amendments to licenses, recapitulation of.....	114
Corporations, Foreign, licensed to do business in Virginia, list of.....	111
Corporations, Foreign, licensed to do business in Virginia, recapitulation of.....	113
Corporations, Foreign, licenses revoked for failure to pay registration fee.....	53
Cosby, W. G., <i>v.</i> The Richmond Transfer Company, Richmond, Fredericksburg & Potomac Railroad Company, et als., baggage transfer..	26-30

D

Demurrage, Storage and Car Service Rules.....	221-232
Dismal Swamp Railroad Company, failure to make report for the year 1912.....	35
Distances between points on railway lines in Virginia to be used in determining express rates.....	609-617
Domestic Charters, tax on.....	114
Domestic Corporations, charters annulled for failure to pay registration fee.....	48

E

Electric Railway Properties, taxable values of.....	132-135
Ellison, Stephen A. & Co., Inc., et als. v. William R. Trigg Company, opening and repairing dock.....	20
Exception Sheet No. 1 to Virginia Classification.....	362-364
“ “ “ 2 “ “ “.....	365-375
“ “ “ 3 “ “ “.....	376-387
“ “ “ 4 “ “ “.....	388-398
“ “ “ 5 “ “ “.....	399-409
“ “ “ 6 “ “ “.....	410-411
“ “ “ 7 “ “ “.....	412-417
“ “ “ 8 “ “ “.....	418-419
“ “ “ 9 “ “ “.....	420-422
Explosives—Rules and Regulations for Transportation of.....	233-278
Express Classification, applicable in Virginia.....	561-608
Express Properties, taxable values of.....	170-174
Express Rates.....	521-559

F

Foreign Corporations, amendments to licenses, recapitulation of.....	114
Foreign Corporations, licensed to do business in Virginia, amendments to charters.....	112
Foreign Corporations, licensed to do business in Virginia, list of.....	111
Foreign Corporations, licensed to do business in Virginia, recapitulation of.....	113
Foreign Corporations, licenses revoked for failure to pay registration fee.....	53
Foreign Corporations, tax on.....	114
Frederick and Clarke Telephone Company, failure to make report for the year 1912.....	37
Freight Mileage Rates on Railways in Virginia.....	423-517

G

Gas, Water, Light and Power Properties, taxable values of.....	179-187
--	---------

INDEX

623

H

Holston River and Eastern Railway Company, failure to make report for the year 1912.....	45
--	----

I

Interstate Railroad Company, petition to condemn land at Norton, Va.	21-22
--	-------

L

Langhorne, D. A., v. Scottsville Telephone Company and Albemarle Telephone Company, services and rates in Albemarle county.....	34
Leading Matters Disposed of by Formal Orders.....	17
List of Charter Amendments issued in 1912.....	95-101
List of Charters Classified.....	103
List of Charters issued in 1912.....	76-94
List of Charters revoked and annulled.....	48
List of Corporations dissolved during 1912.....	54
List of Foreign Corporations licensed to do business in Virginia.....	111
List of Mergers issued in 1912.....	102
List of Proxies and Directors appointed by State Corporation Commission for works in which State holds stock.....	57
List of Revivals, issued in 1912.....	103
List of State Banks.....	64-69
Literary Corporations without Capital Stock chartered during year.....	106
Louisville and Nashville Railroad Company, petition to condemn land at Norton, Va.....	21-22
Louisville and Nashville Railroad Company v. Western Union Telegraph Company, to condemn land in the counties of Lee and Wise..	43
Lumber and Mining Railroad Properties, taxable values of.....	130-131

M

Matoaca Bridge Company, tolls.....	23
Mergers, list of, issued in 1912.....	102
Mergers, number issued in 1911-12.....	113
Mileage Freight Rates on Railways in Virginia.....	423-517
Mill Mountain Incline, Incorporated, increasing passenger rates.....	43
Millwood and Berryville Turnpike Company, State proxies.....	57
Mining and Lumber Railroad Properties, taxable values of.....	130-131
Miscellaneous Bank statistics.....	75
Miscellaneous Orders.....	46
Modern Workmen of the World, proceedings against.....	46
Mount Jackson & Howard's Lick Turnpike Company, State proxies...	57
Mutual Corporations without Capital Stock, chartered during year....	105

N

New York Mining and Manufacturing Company, failure to make report for the year 1912.....	38
--	----

Newport News and York River Transportation Company, failure to make report for the year 1912.....	39
Norfolk Brick & Tile Company, transacting business in this State without license.....	18
Norfolk, Suffolk and Smithfield Railroad Company, The, failure to make report for the year 1912.....	44
Norfolk and Western Railway Company, petition to condemn land at Norton, Va.....	21-22
Norfolk and Western Railway Company, rates on bark.....	18

O

Old Dominion Steamship Company <i>v.</i> W. G. Cosby, baggage transfer..	26-30
--	-------

P

Passenger Rates on Railways in Virginia.....	518-520
Proxies and Directors, appointed by State Corporation Commission for works in which State holds stock.....	57
Public Service Corporations, taxable values of, in cities, towns and counties.....	188-220
Rates, Express.....	521-559

R

Rates, Freight, on Railways in Virginia.....	423-517
Rates, Passenger, on Railways in Virginia.....	518-520
Rates for Telegraph Companies in Virginia.....	618
Recapitulation of Charters, by counties and localities.....	108
Recapitulation of Foreign Corporations.....	113
Receipts of Clerk's office.....	114
Report of Chief Bank Examiner.....	59
Revivals, list of, issued in 1912.....	103
Revivals, number issued in 1911-12.....	113
Richmond, City of, Stephen A. Ellison & Co., Inc., et als. <i>v.</i> William R. Trigg Company, opening and repairing dock.....	20
Richmond Dock case.....	20
Richmond, Fredericksburg & Potomac Railroad Company <i>v.</i> W. G. Cosby, baggage transfer.....	26-30
Richmond, Fredericksburg and Potomac Railroad Company, State proxies.....	57
Richmond and Rappahannock River Railway and Virginia Railway and Power Company <i>v.</i> J. B. Dowden, issuing transfers.....	41
Richmond Transfer Company, The, <i>v.</i> W. G. Cosby, baggage transfer..	26-30
Richmond Trust Company, application for charter.....	35
Richmond, Urbanna & Peninsula Railway Company, failure to make report for the year 1911.....	24, 26
Roanoke, City of, increasing telephone rates.....	40
Rules of Practice and Procedure.....	13
Rules and Regulations for Transportation of Explosives by Express...	253-278

Rules and Regulations for Transportation of Explosives other than by Express.....	233-252
Rules—Storage, Demurrage and Car Service.....	221-232

S

Saint Paul Normal and Industrial School, failure to make report for the year 1912.....	38
Scottsville Telephone Company, services and rates in Albemarle county.....	34
Seaboard Air Line Railway v. W. G. Cosby, baggage transfer.....	26-30
Seaboard Air Line Railway and Virginia Railway and Power Company v. James Bellwood and others, stringing wires on right of way of S. A. L.....	45
Sleeping Car, Parlor Car and Dining Car Properties, taxable values of.....	178
Social and Beneficial Corporations without Capital Stock chartered during year.....	106
Southern Railway Company v. W. G. Cosby, baggage transfer.....	26-30
Southern Railway Company, discontinuance of Clayville Station.....	19
Southern Railway Company, Station Elon Road.....	19
Southern Railway Company, station facilities at Charlottesville, Va....	22
Southern Railway Company, Yanceyville Road Crossing.....	17
State Banks, list of.....	64-69
State Banks—Resources and Liabilities.....	70-74
Station—Elon Road.....	19
Steam Railroad Properties, taxable values of.....	116-129
Steamship and Steamboat Properties, taxable values of.....	175-177
Storage, Demurrage and Car Service Rules.....	221-232
Stuart Water Company, Incorporated, failure to make report for the year 1912.....	37

T

Tariffs of Express Rates.....	521-559
Tariffs of Freight Rates.....	423-517
Taxable Values of Canal Properties.....	115
Taxable Values of Electric Railway Properties.....	132-135
Taxable values of Express Properties.....	170-174
Taxable values of Lumber and Mining Railroad Properties.....	130-131
Taxable values of Mining and Lumber Railroad Properties.....	130-131
Taxable values of Public Service Corporations in Cities, Towns and Counties.....	188-220
Taxable values of Sleeping Car, Parlor Car and Dining Car Properties..	178
Taxable values of Steam Railroad Properties.....	116-129
Taxable values of Steamship and Steamboat Properties.....	175-177
Taxable values of Telegraph and Telephone Properties.....	136-169
Taxable values of Water, Heat, Light, Power and Gas Properties.....	179-187
Telegraph and Telephone Properties, taxable values of.....	136-169
Telephone and Telegraph Corporations chartered during year.....	104
Transportation Corporations chartered during year.....	104
Trigg, William R. Company, opening and repairing dock.....	20

Valdez-Yukon Railroad Company, failure to make report for the year 1912.....	44
--	----

V

Valley Turnpike Company, to erect additional toll gates.....	18
Valley Turnpike Company, State proxies.....	57
Virginia Classification, Exception Sheet No. 1.....	362-364
“ “ “ “ “ 2.....	365-375
“ “ “ “ “ 3.....	376-387
“ “ “ “ “ 4.....	388-398
“ “ “ “ “ 5.....	399-409
“ “ “ “ “ 6.....	410-411
“ “ “ “ “ 7.....	412-417
“ “ “ “ “ 8.....	418-419
“ “ “ “ “ 9.....	420-422
Virginia Classification No. 1.....	279-361
Virginia Railway and Power Company and Richmond and Rappahannock River Railway <i>v.</i> Dowden, J. B., issuing transfers.....	41
Virginia Railway and Power Company and Seaboard Air Line Railway <i>v.</i> Bellwood, James, et als., stringing high tension wires on right of way of S. A. L.....	45
Virginia and Southwestern Railway Company, station facilities at Speers Ferry, Va.....	42
Virginia and Tennessee Telephone Company, increasing rates at Roanoke, Va.....	40
Virginia Western Railway Company, The, failure to make report for the year 1911.....	24

W

Warm Springs and Harrisonburg Turnpike Company, State proxies....	58
Washington and Barcroft Traction and Power Company, failure to make report for the year 1911.....	25
Washington and Old Dominion Railway Company, crossing at Lacey Station, Va.....	30-34
Washington Virginia Railway Company <i>v.</i> Washington and Old Dominion Railway Company, crossing at Lacey Station, Va.....	30-34
Water, Heat, Light, Power and Gas Corporations chartered during year	105
Water, Heat, Light, Power and Gas Properties, taxable values of.....	179-187
Western Union Telegraph Company <i>v.</i> Louisville and Nashville Railroad Company, to condemn land in the counties of Lee and Wise..	43
Winchester and Berry's Ferry Turnpike Company, State proxies.....	58

